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(54) **HYBRID VEHICLE CLUTCH CONTROL SYSTEM**

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(58) **Field of Classification Search**

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- B60W 30/18** (2012.01)
- B60W 30/19** (2012.01)

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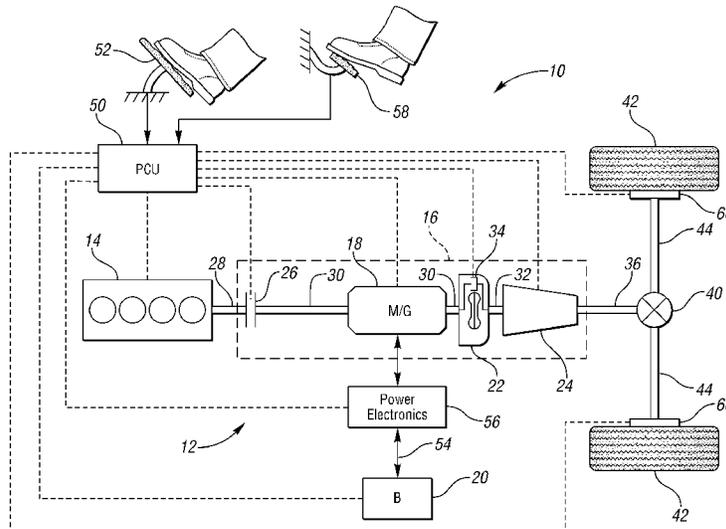
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(57) **ABSTRACT**

A vehicle includes a powertrain and a controller. The powertrain includes a transmission torque converter having a bypass clutch disposed between an electric machine and a drive wheel. The controller is programmed to adjust a closed-state torque capacity of the bypass clutch according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request.

**17 Claims, 11 Drawing Sheets**



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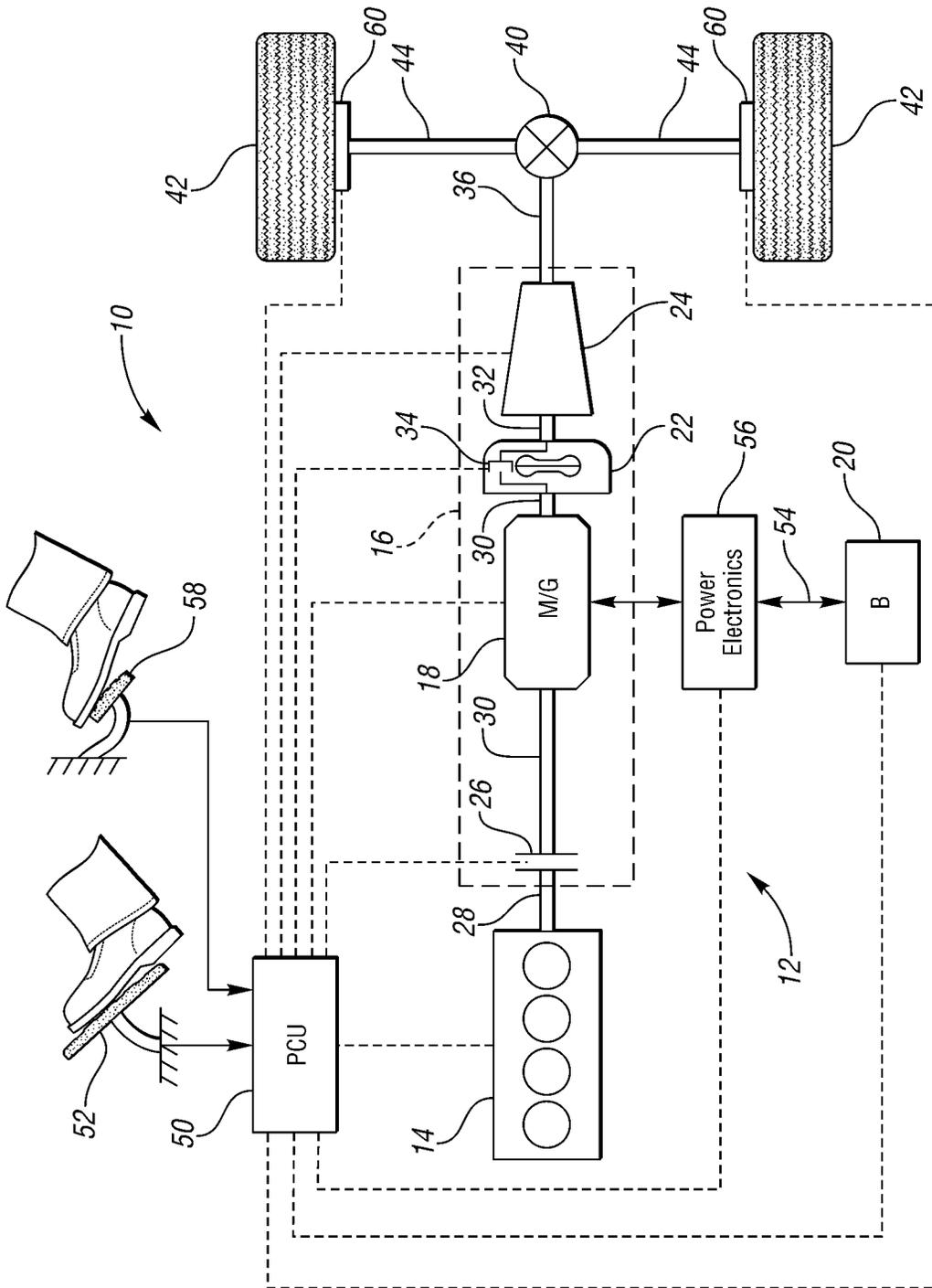


FIG. 1

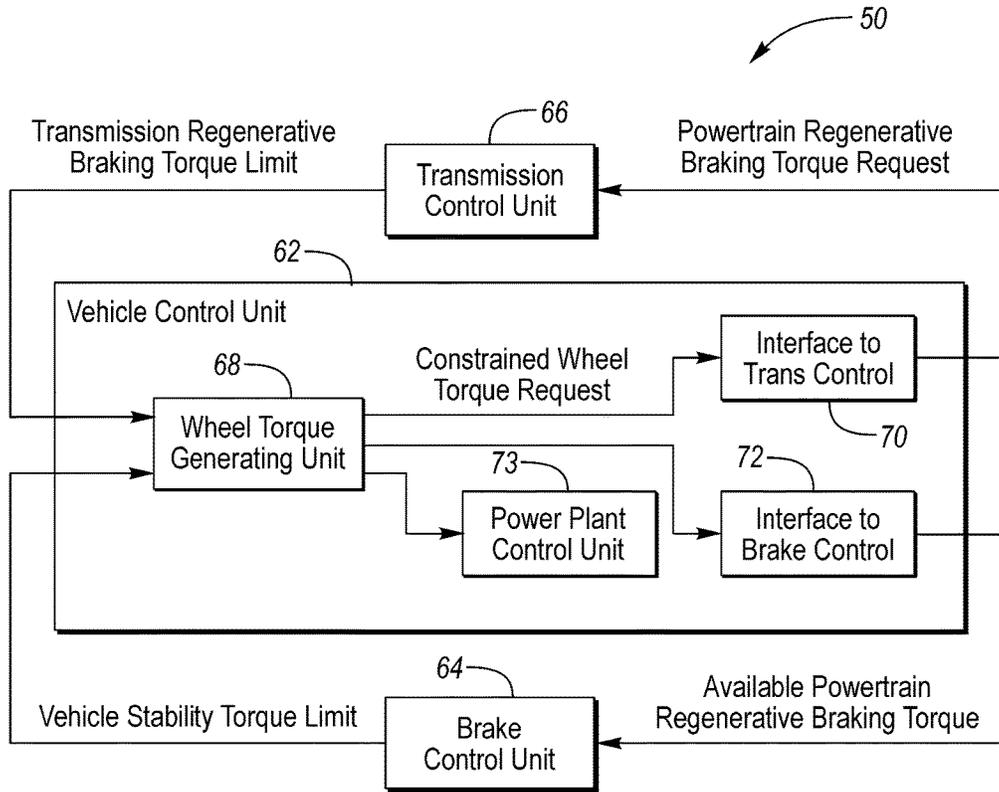


FIG. 2

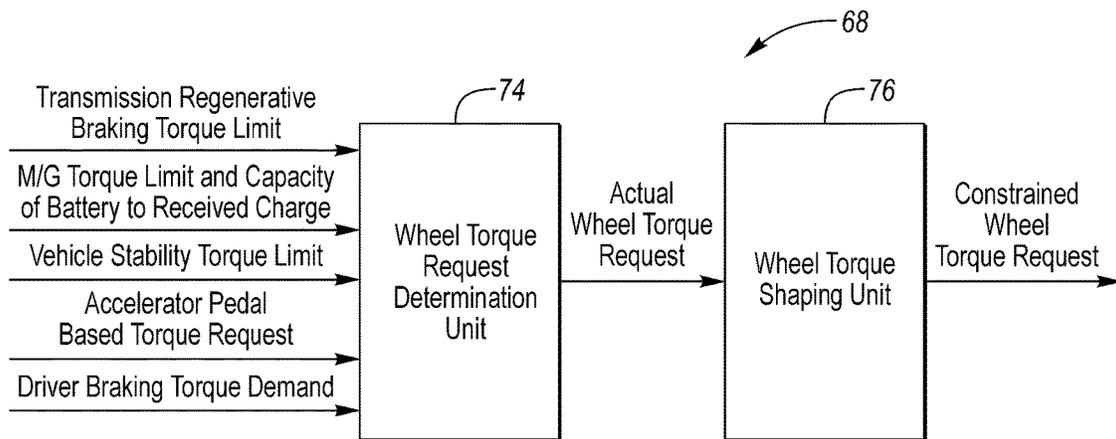


FIG. 3

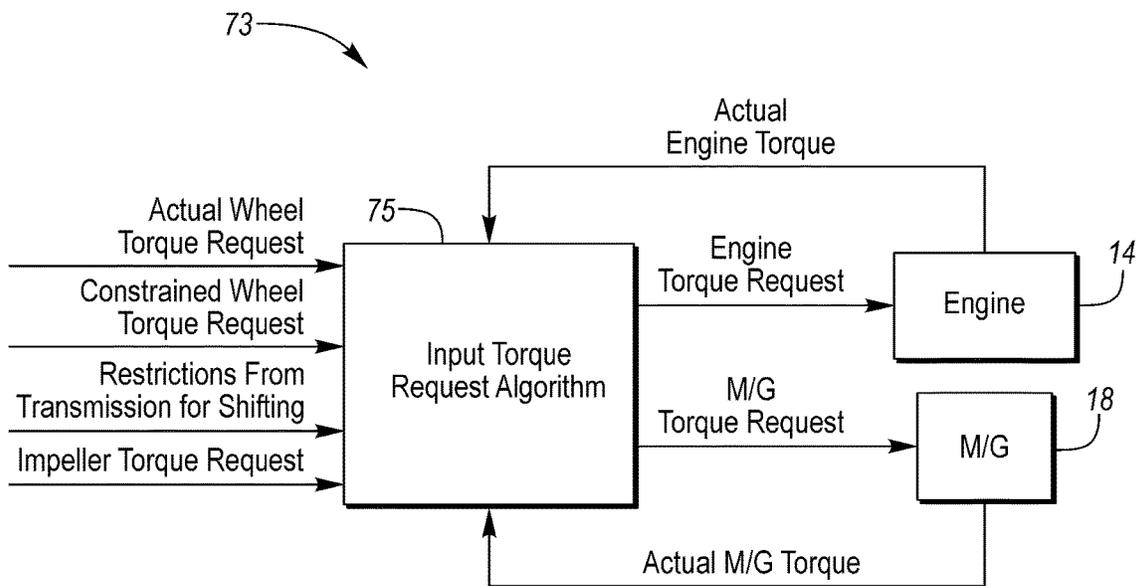


FIG. 4

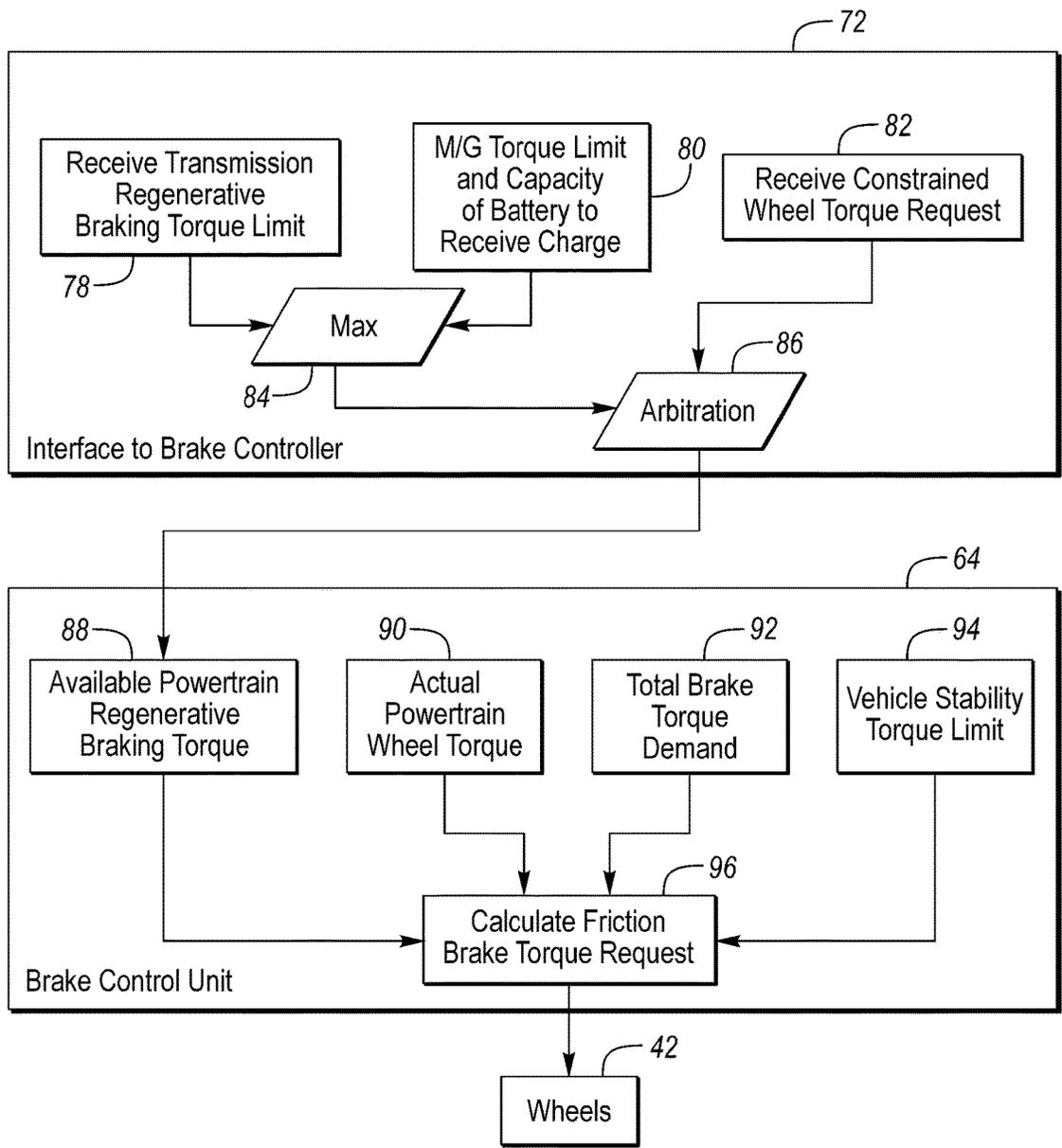


FIG. 5

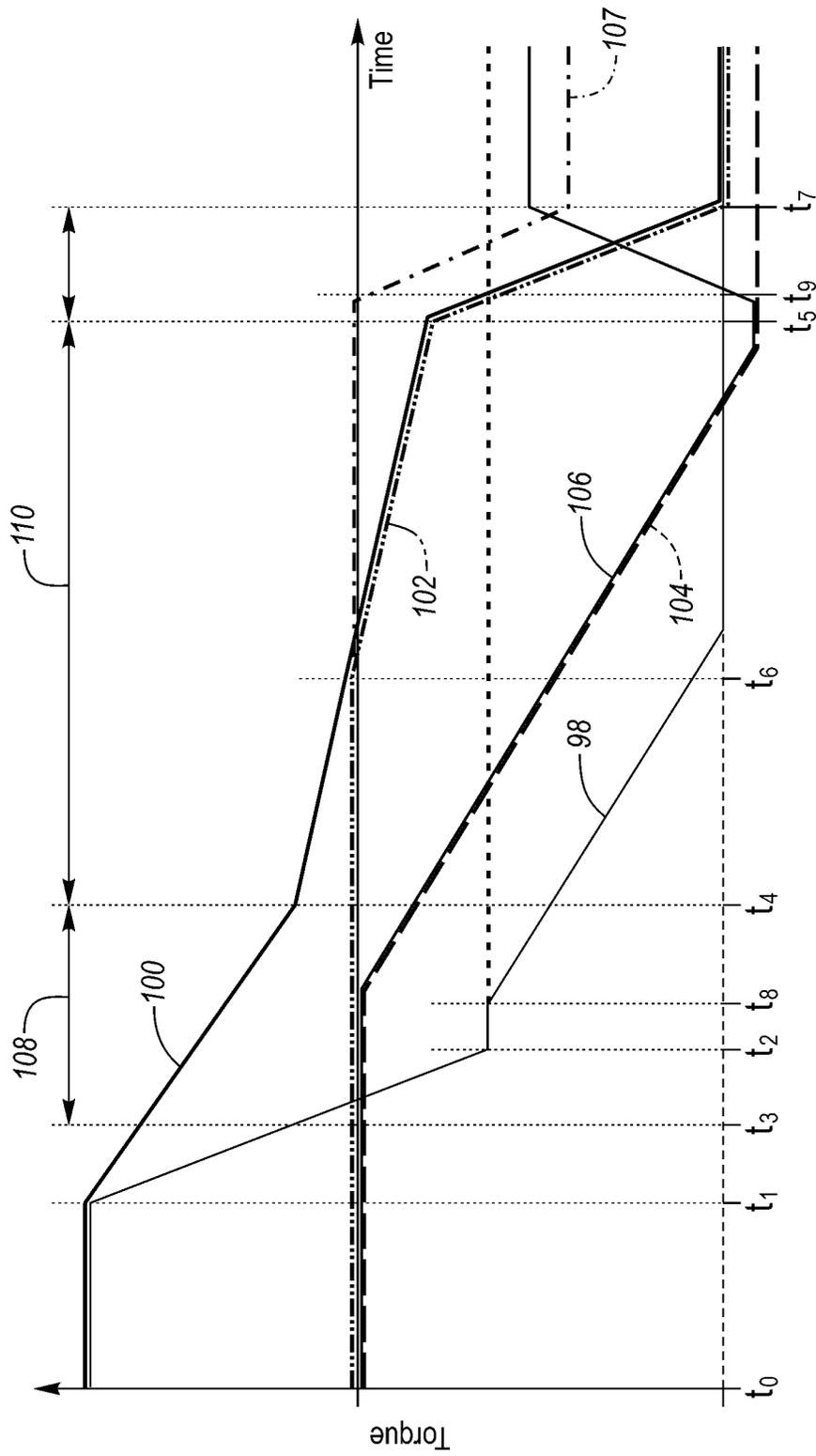


FIG. 6

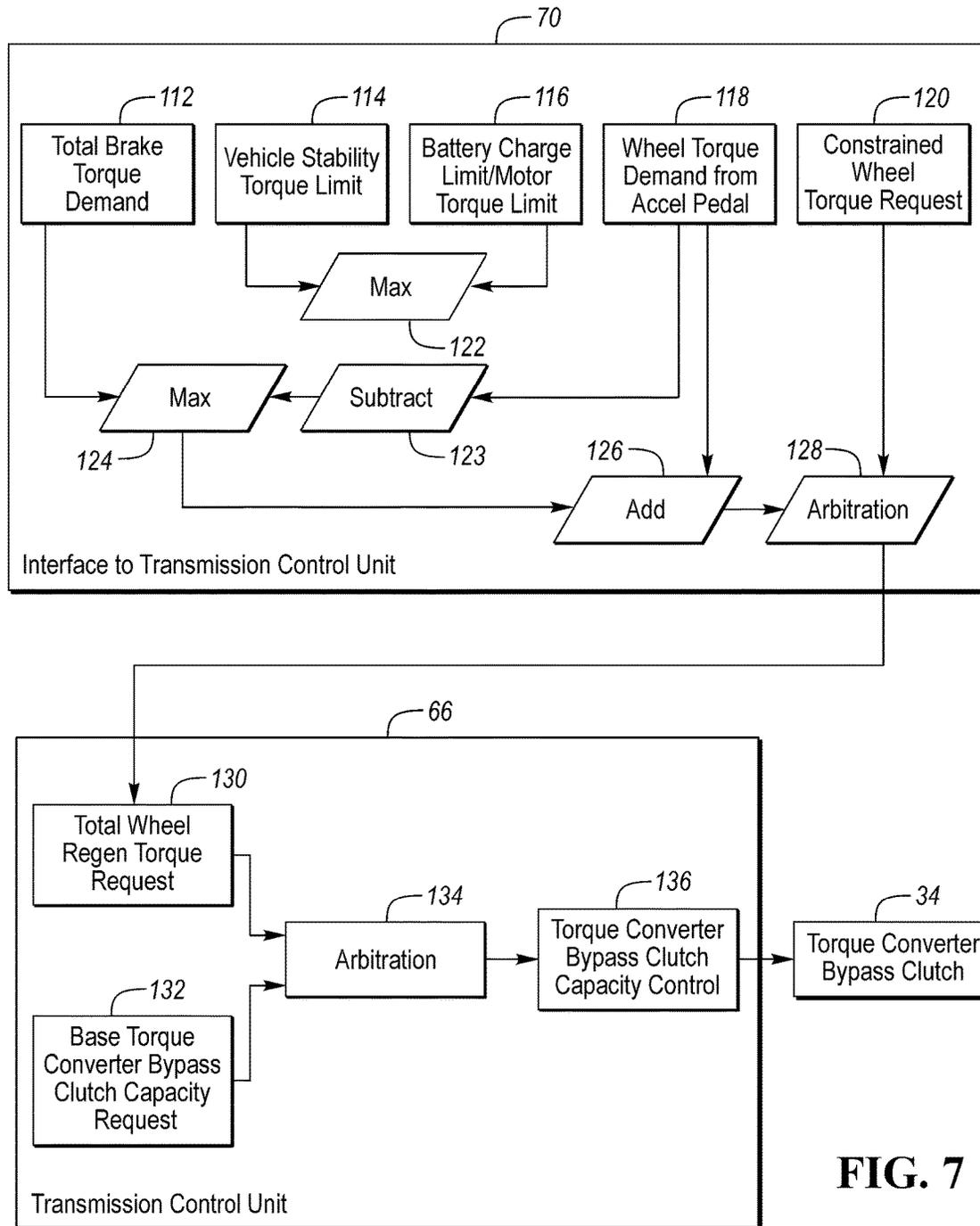


FIG. 7

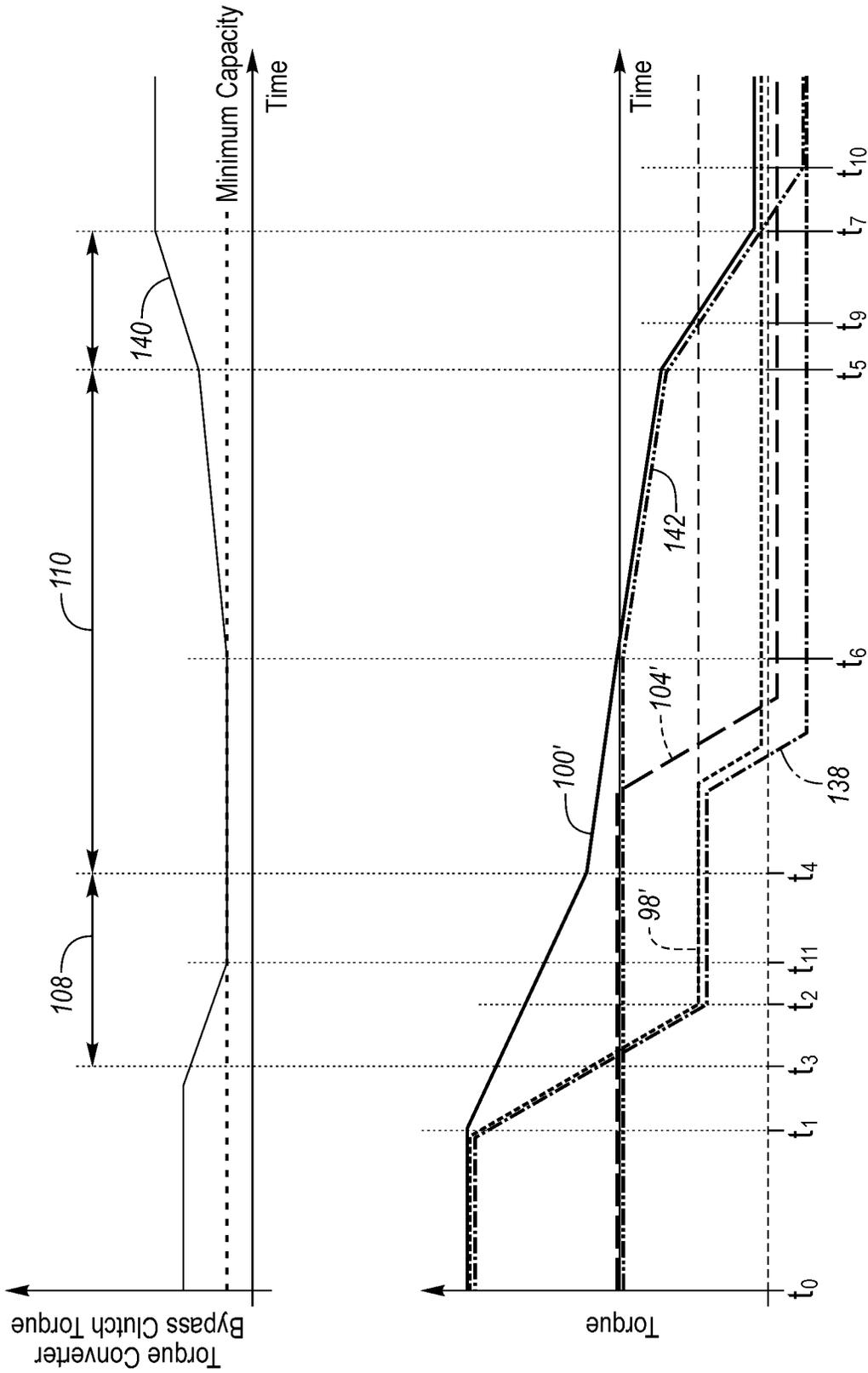


FIG. 8

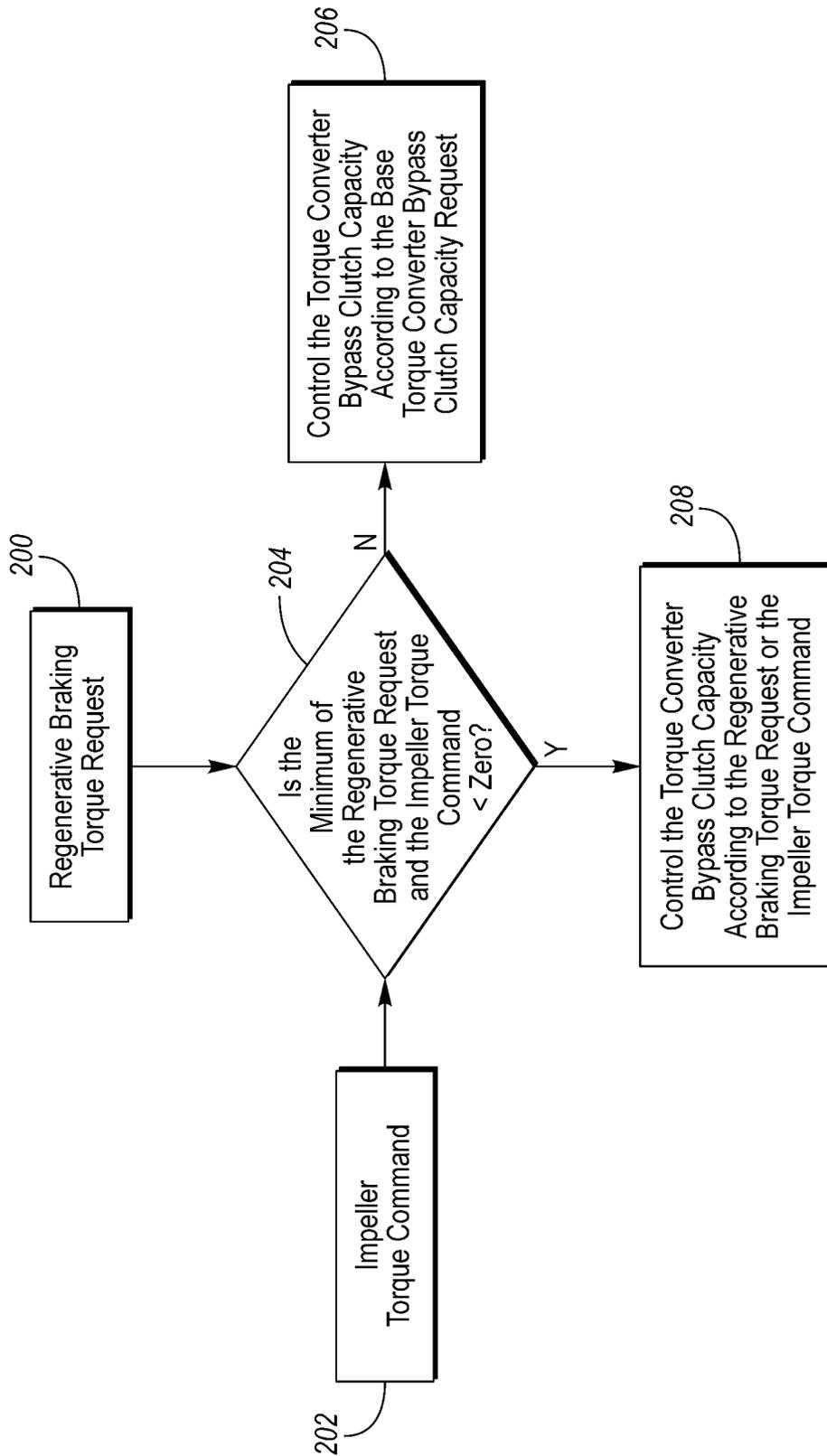


FIG. 9

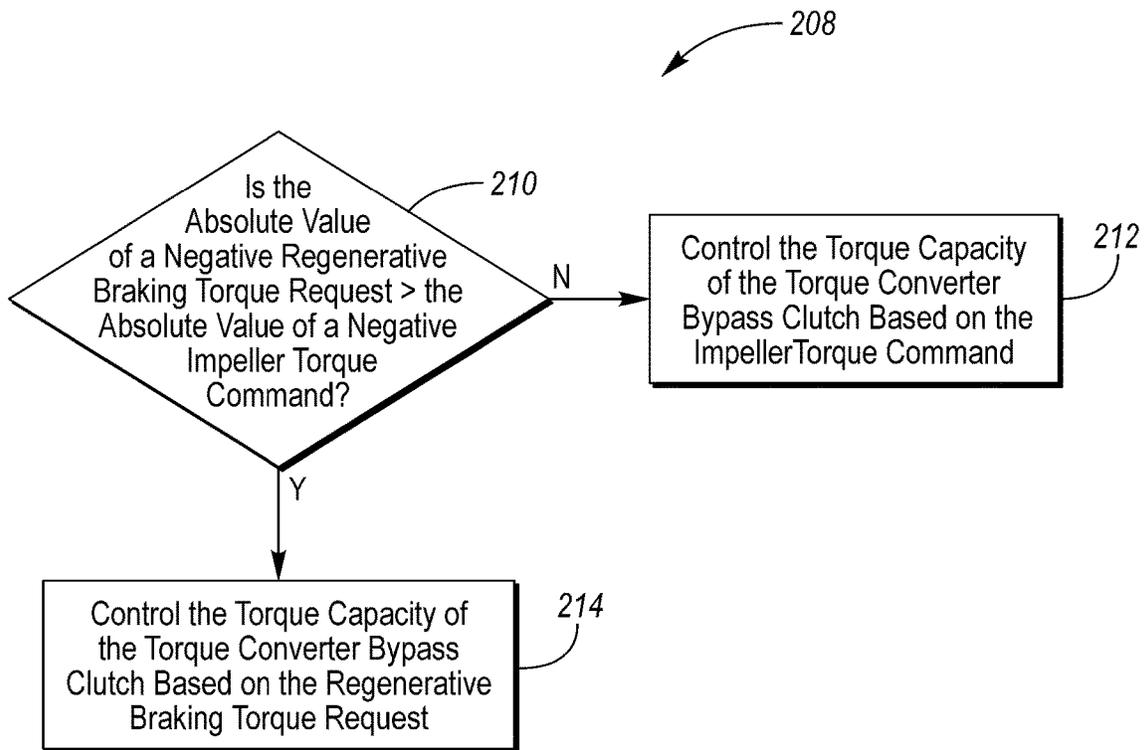


FIG. 10

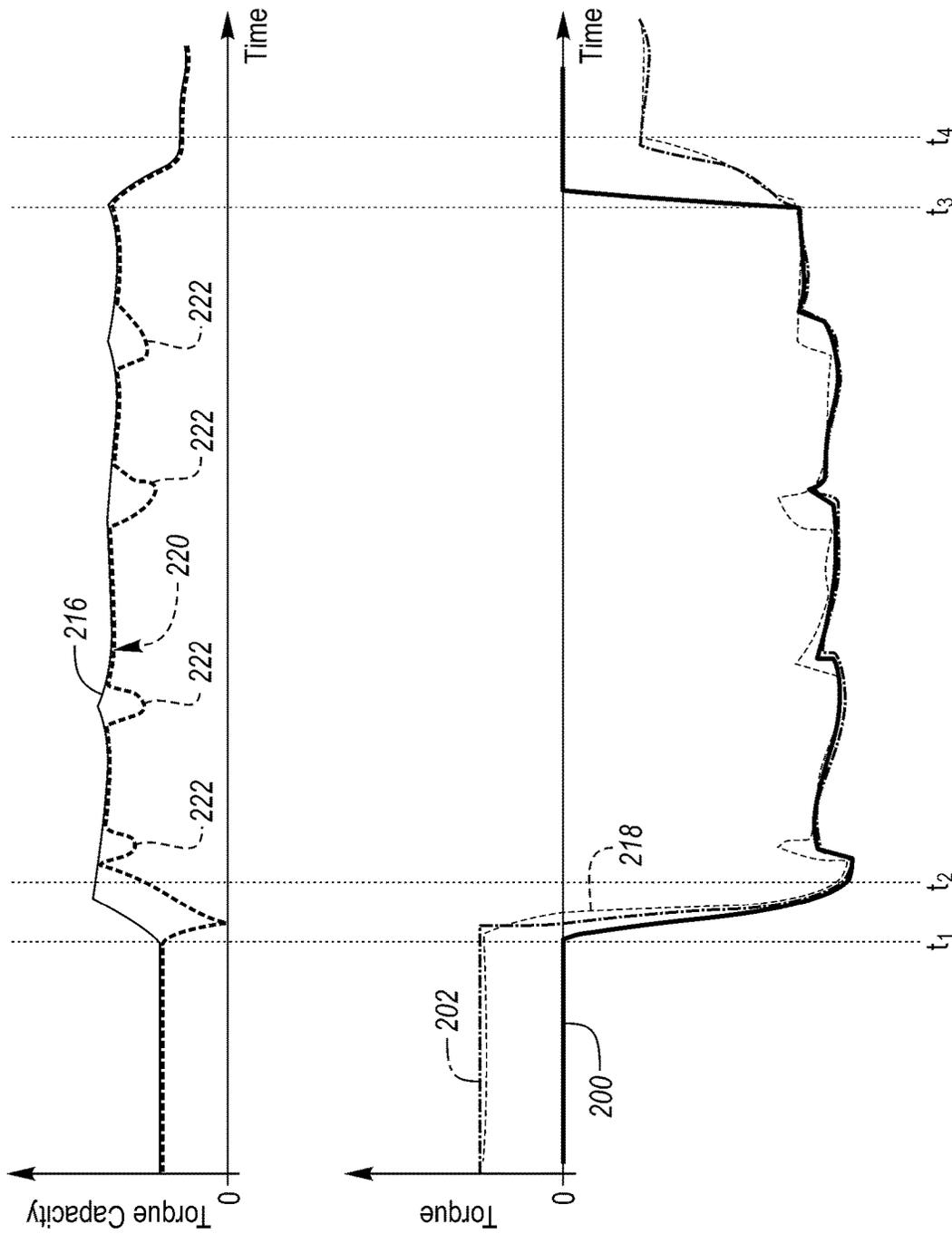


FIG. 11

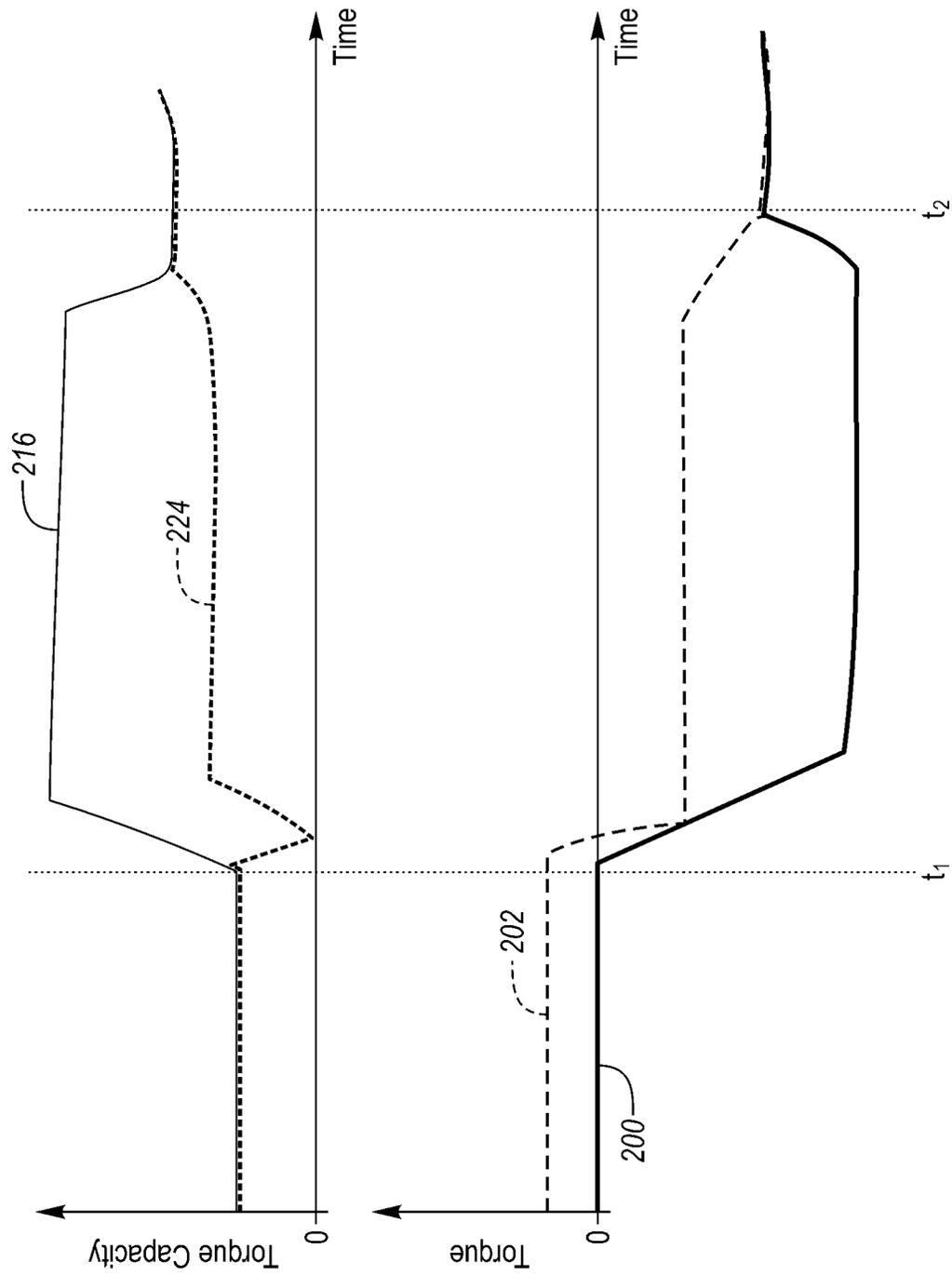


FIG. 12

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## HYBRID VEHICLE CLUTCH CONTROL SYSTEM

### TECHNICAL FIELD

The present disclosure relates to hybrid/electric vehicles.

### BACKGROUND

Hybrid vehicles may include a transmission that has a torque converter and is disposed between an electric machine, such as a motor/generator, and the drive wheels of the vehicle.

### SUMMARY

A vehicle system includes a controller that is programmed to adjust a closed-state torque capacity of a clutch, that bypasses a torque converter of a transmission and is disposed between an electric machine and a drive wheel, according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request.

A vehicle includes a powertrain and a controller. The powertrain includes a transmission torque converter having a bypass clutch disposed between an electric machine and a drive wheel. The controller is programmed to adjust a closed-state torque capacity of the bypass clutch according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request.

A vehicle includes an engine, electric machine, torque converter bypass clutch, and a controller. The engine and electric machine are each configured to deliver power to a drive wheel through a transmission having a torque converter. The electric machine is also configured to recharge a battery during regenerative braking. The torque converter bypass clutch is disposed between the electric machine and the drive wheel. The controller is programmed to adjust a closed-state torque capacity of the bypass clutch according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request.

### BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic illustration of an exemplary powertrain of a hybrid electric vehicle;

FIG. 2 is flowchart illustrating a vehicle powertrain controller;

FIG. 3 is a flowchart illustrating a wheel torque generating unit of the powertrain controller;

FIG. 4 is a flowchart illustrating a power plant control unit of the powertrain controller;

FIG. 5 is a flowchart illustrating an interface between a vehicle control unit of the powertrain controller and a brake control unit of the powertrain controller;

FIG. 6 is an exemplary graph illustrating the relationships between wheel torque, regenerative braking torque, and friction braking torque;

FIG. 7 is a flowchart illustrating an interface between the vehicle control unit of the powertrain controller and a transmission control unit of the powertrain controller;

FIG. 8 is an exemplary graph illustrating the relationships between wheel torque, regenerative braking torque, and the torque capacity of a torque converter bypass clutch;

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FIG. 9 is a flowchart illustrating a method for controlling the torque capacity of the torque converter bypass clutch;

FIG. 10 is a flowchart further illustrating the method for controlling the torque capacity of the torque converter bypass clutch;

FIG. 11 is an exemplary graph illustrating the relationships between an impeller torque command, a regenerative braking torque request, and the torque capacity of the torque converter bypass clutch during a vehicle deceleration event that includes both an accelerator pedal tip-out and a brake pedal release; and

FIG. 12 is an exemplary graph illustrating the relationships between an impeller torque command, a regenerative braking torque request, and the torque capacity of the torque converter bypass clutch during a zero input power shift.

### DETAILED DESCRIPTION

Embodiments of the present disclosure are described herein. It is to be understood, however, that the disclosed embodiments are merely examples and other embodiments may take various and alternative forms. The figures are not necessarily to scale; some features could be exaggerated or minimized to show details of particular components. Therefore, specific structural and functional details disclosed herein are not to be interpreted as limiting, but merely as a representative basis for teaching one skilled in the art to variously employ the embodiments. As those of ordinary skill in the art will understand, various features illustrated and described with reference to any one of the figures may be combined with features illustrated in one or more other figures to produce embodiments that are not explicitly illustrated or described. The combinations of features illustrated provide representative embodiments for typical applications. Various combinations and modifications of the features consistent with the teachings of this disclosure, however, could be desired for particular applications or implementations.

Referring to FIG. 1, a schematic diagram of a hybrid electric vehicle (HEV) 10 is illustrated according to an embodiment of the present disclosure. FIG. 1 illustrates representative relationships among the components. Physical placement and orientation of the components within the vehicle may vary. The HEV 10 includes a powertrain 12. The powertrain 12 includes an engine 14 that drives a transmission 16, which may be referred to as a modular hybrid transmission (MHT). As will be described in further detail below, transmission 16 includes an electric machine such as an electric motor/generator (M/G) 18, an associated traction battery 20, a torque converter 22, and a multiple step-ratio automatic transmission, or gearbox 24.

The engine 14 and the M/G 18 are both drive sources for the HEV 10. The engine 14 generally represents a power source that may include an internal combustion engine such as a gasoline, diesel, or natural gas powered engine, or a fuel cell. The engine 14 generates an engine power and corresponding engine torque that is supplied to the M/G 18 when a disconnect clutch 26 between the engine 14 and the M/G 18 is at least partially engaged. The M/G 18 may be implemented by any one of a plurality of types of electric machines. For example, M/G 18 may be a permanent magnet synchronous motor. Power electronics condition direct current (DC) power provided by the battery 20 to the requirements of the M/G 18, as will be described below. For example, power electronics may provide three phase alternating current (AC) to the M/G 18.

When the disconnect clutch 26 is at least partially engaged, power flow from the engine 14 to the M/G 18 or from the M/G 18 to the engine 14 is possible. For example, the disconnect clutch 26 may be engaged and M/G 18 may operate as a generator to convert rotational energy provided by a crankshaft 28 and M/G shaft 30 into electrical energy to be stored in the battery 20. The disconnect clutch 26 can also be disengaged to isolate the engine 14 from the remainder of the powertrain 12 such that the M/G 18 can act as the sole drive source for the HEV 10. Shaft 30 extends through the M/G 18. The M/G 18 is continuously drivably connected to the shaft 30, whereas the engine 14 is drivably connected to the shaft 30 only when the disconnect clutch 26 is at least partially engaged.

The M/G 18 is connected to the torque converter 22 via shaft 30. The torque converter 22 is therefore connected to the engine 14 when the disconnect clutch 26 is at least partially engaged. The torque converter 22 includes an impeller fixed to M/G shaft 30 and a turbine fixed to a transmission input shaft 32. The torque converter 22 thus provides a hydraulic coupling between shaft 30 and transmission input shaft 32. The torque converter 22 transmits power from the impeller to the turbine when the impeller rotates faster than the turbine. The magnitude of the turbine torque and impeller torque generally depend upon the relative speeds. When the ratio of impeller speed to turbine speed is sufficiently high, the turbine torque is a multiple of the impeller torque. A torque converter bypass clutch (also known as a torque converter lock-up clutch) 34 may also be provided that, when engaged, frictionally or mechanically couples the impeller and the turbine of the torque converter 22, permitting more efficient power transfer. The torque converter bypass clutch 34 may be operated as a launch clutch to provide smooth vehicle launch. Alternatively, or in combination, a launch clutch similar to disconnect clutch 26 may be provided between the M/G 18 and gearbox 24 for applications that do not include a torque converter 22 or a torque converter bypass clutch 34. In some applications, disconnect clutch 26 is generally referred to as an upstream clutch and launch clutch 34 (which may be a torque converter bypass clutch) is generally referred to as a downstream clutch.

The gearbox 24 may include gear sets (not shown) that are selectively placed in different gear ratios by selective engagement of friction elements such as clutches and brakes (not shown) to establish the desired multiple discrete or step drive ratios. The friction elements are controllable through a shift schedule that connects and disconnects certain elements of the gear sets to control the ratio between a transmission output shaft 36 and the transmission input shaft 32. The gearbox 24 is automatically shifted from one ratio to another based on various vehicle and ambient operating conditions by an associated controller, such as a powertrain control unit (PCU). Power and torque from both the engine 14 and the M/G 18 may be delivered to and received by gearbox 24. The gearbox 24 then provides powertrain output power and torque to output shaft 36.

It should be understood that the hydraulically controlled gearbox 24 used with a torque converter 22 is but one example of a gearbox or transmission arrangement; any multiple ratio gearbox that accepts input torque(s) from an engine and/or a motor and then provides torque to an output shaft at the different ratios is acceptable for use with embodiments of the present disclosure. For example, gearbox 24 may be implemented by an automated mechanical (or manual) transmission (AMT) that includes one or more servo motors to translate/rotate shift forks along a shift rail

to select a desired gear ratio. As generally understood by those of ordinary skill in the art, an AMT may be used in applications with higher torque requirements, for example.

As shown in the representative embodiment of FIG. 1, the output shaft 36 is connected to a differential 40. The differential 40 drives a pair of wheels 42 via respective axles 44 connected to the differential 40. The differential transmits approximately equal torque to each wheel 42 while permitting slight speed differences such as when the vehicle turns a corner. Different types of differentials or similar devices may be used to distribute torque from the powertrain to one or more wheels. In some applications, torque distribution may vary depending on the particular operating mode or condition, for example.

The powertrain 12 further includes an associated controller 50 such as a powertrain control unit (PCU). While illustrated as one controller, the controller 50 may be part of a larger control system and may be controlled by various other controllers throughout the vehicle 10, such as a vehicle system controller (VSC). It should therefore be understood that the powertrain control unit 50 and one or more other controllers can collectively be referred to as a "controller" that controls various actuators in response to signals from various sensors to control functions such as starting/stopping engine 14, operating M/G 18 to provide wheel torque or charge battery 20, select or schedule transmission shifts, etc. Controller 50 may include a microprocessor or central processing unit (CPU) in communication with various types of computer readable storage devices or media. Computer readable storage devices or media may include volatile and nonvolatile storage in read-only memory (ROM), random-access memory (RAM), and keep-alive memory (KAM), for example. KAM is a persistent or non-volatile memory that may be used to store various operating variables while the CPU is powered down. Computer-readable storage devices or media may be implemented using any of a number of known memory devices such as PROMs (programmable read-only memory), EPROMs (electrically PROM), EEPROMs (electrically erasable PROM), flash memory, or any other electric, magnetic, optical, or combination memory devices capable of storing data, some of which represent executable instructions, used by the controller in controlling the engine or vehicle.

The controller communicates with various engine/vehicle sensors and actuators via an input/output (I/O) interface (including input and output channels) that may be implemented as a single integrated interface that provides various raw data or signal conditioning, processing, and/or conversion, short-circuit protection, and the like. Alternatively, one or more dedicated hardware or firmware chips may be used to condition and process particular signals before being supplied to the CPU. As generally illustrated in the representative embodiment of FIG. 1, controller 50 may communicate signals to and/or from engine 14, disconnect clutch 26, M/G 18, battery 20, launch clutch 34, transmission gearbox 24, and power electronics 56. Although not explicitly illustrated, those of ordinary skill in the art will recognize various functions or components that may be controlled by controller 50 within each of the subsystems identified above. Representative examples of parameters, systems, and/or components that may be directly or indirectly actuated using control logic and/or algorithms executed by the controller include fuel injection timing, rate, and duration, throttle valve position, spark plug ignition timing (for spark-ignition engines), intake/exhaust valve timing and duration, front-end accessory drive (FEAD) components such as an alternator, air conditioning compressor, battery charging or

discharging (including determining the maximum charge and discharge power limits), regenerative braking, M/G operation, clutch pressures for disconnect clutch **26**, launch clutch **34**, and transmission gearbox **24**, and the like. Sensors communicating input through the I/O interface may be used to indicate turbocharger boost pressure, crankshaft position (PIP), engine rotational speed (RPM), wheel speeds (WS1, WS2), vehicle speed (VSS), coolant temperature (ECT), intake manifold pressure (MAP), accelerator pedal position (PPS), ignition switch position (IGN), throttle valve position (TP), air temperature (TMP), exhaust gas oxygen (EGO) or other exhaust gas component concentration or presence, intake air flow (MAF), transmission gear, ratio, or mode, transmission oil temperature (TOT), transmission turbine speed (TS), torque converter bypass clutch **34** status (TCC), deceleration or shift mode (MDE), battery temperature, voltage, current, or state of charge (SOC) for example.

Control logic or functions performed by controller **50** may be represented by flow charts or similar diagrams in one or more figures. These figures provide representative control strategies and/or logic that may be implemented using one or more processing strategies such as event-driven, interrupt-driven, multi-tasking, multi-threading, and the like. As such, various steps or functions illustrated may be performed in the sequence illustrated, in parallel, or in some cases omitted. Although not always explicitly illustrated, one of ordinary skill in the art will recognize that one or more of the illustrated steps or functions may be repeatedly performed depending upon the particular processing strategy being used. Similarly, the order of processing is not necessarily required to achieve the features and advantages described herein, but is provided for ease of illustration and description. The control logic may be implemented primarily in software executed by a microprocessor-based vehicle, engine, and/or powertrain controller, such as controller **50**. Of course, the control logic may be implemented in software, hardware, or a combination of software and hardware in one or more controllers depending upon the particular application. When implemented in software, the control logic may be provided in one or more computer-readable storage devices or media having stored data representing code or instructions executed by a computer to control the vehicle or its subsystems. The computer-readable storage devices or media may include one or more of a number of known physical devices which utilize electric, magnetic, and/or optical storage to keep executable instructions and associated calibration information, operating variables, and the like.

An accelerator pedal **52** is used by the driver of the vehicle to provide a demanded torque, power, or drive command to propel the vehicle. In general, depressing and releasing the accelerator pedal **52** generates an accelerator pedal position signal that may be interpreted by the controller **50** as a demand for increased power or decreased power, respectively. A brake pedal **58** is also used by the driver of the vehicle to provide a demanded braking torque to slow the vehicle. In general, depressing and releasing the brake pedal **58** generates a brake pedal position signal that may be interpreted by the controller **50** as a demand to decrease the vehicle speed. Based upon inputs from the accelerator pedal **52** and brake pedal **58**, the controller **50** commands the torque to the engine **14**, M/G **18**, and friction brakes **60**. The controller **50** also controls the timing of gear shifts within the gearbox **24**, as well as engagement or disengagement of the disconnect clutch **26** and the torque converter bypass clutch **34**. Like the disconnect clutch **26**, the torque converter bypass clutch **34** can be modulated across a range

between the engaged and disengaged positions. This produces a variable slip in the torque converter **22** in addition to the variable slip produced by the hydrodynamic coupling between the impeller and the turbine. Alternatively, the torque converter bypass clutch **34** may be operated as locked or open without using a modulated operating mode depending on the particular application.

To drive the vehicle with the engine **14**, the disconnect clutch **26** is at least partially engaged to transfer at least a portion of the engine torque through the disconnect clutch **26** to the M/G **18**, and then from the M/G **18** through the torque converter **22** and gearbox **24**. The M/G **18** may assist the engine **14** by providing additional power to turn the shaft **30**. This operation mode may be referred to as a “hybrid mode” or an “electric assist mode.”

To drive the vehicle with the M/G **18** as the sole power source, the power flow remains the same except the disconnect clutch **26** isolates the engine **14** from the remainder of the powertrain **12**. Combustion in the engine **14** may be disabled or otherwise OFF during this time to conserve fuel. The traction battery **20** transmits stored electrical energy through wiring **54** to power electronics **56** that may include an inverter, for example. The power electronics **56** convert DC voltage from the battery **20** into AC voltage to be used by the M/G **18**. The controller **50** commands the power electronics **56** to convert voltage from the battery **20** to an AC voltage provided to the M/G **18** to provide positive or negative torque to the shaft **30**. This operation mode may be referred to as an “electric only” or “EV” operation mode.

In any mode of operation, the M/G **18** may act as a motor and provide a driving force for the powertrain **12**. Alternatively, the M/G **18** may act as a generator and convert kinetic energy from the powertrain **12** into electric energy to be stored in the battery **20**. The M/G **18** may act as a generator while the engine **14** is providing propulsion power for the vehicle **10**, for example. The M/G **18** may additionally act as a generator during times of regenerative braking in which torque and rotational (or motive) energy or power from spinning wheels **42** is transferred back through the gearbox **24**, torque converter **22**, (and/or torque converter bypass clutch **34**) and is converted into electrical energy for storage in the battery **20**.

It should be understood that the schematic illustrated in FIG. **1** is merely exemplary and is not intended to be limiting. Other configurations are contemplated that utilize selective engagement of both an engine and a motor to transmit through the transmission. For example, the M/G **18** may be offset from the crankshaft **28**, an additional motor may be provided to start the engine **14**, and/or the M/G **18** may be provided between the torque converter **22** and the gearbox **24**. Other configurations are contemplated without deviating from the scope of the present disclosure.

During regenerative braking, it may be advantageous for the control system of the HEV **10** to coordinate the operation of the powertrain and braking systems to maximize fuel economy while also accounting for vehicle drivability. This may be accomplished by adapting the control systems to consider a wheel torque schedule, which may include anti-jerk control, during a regenerative braking event. Failing to consider the wheel torque schedule during regenerative braking may lead to torque holes during braking because the brake control is not aware of the actual status of the powertrain. This may also result in the transmission unnecessarily capacitizing the torque converter to handle more negative torques when the powertrain has not actually requested so, causing waste of energy.

Referring to FIG. 2, the controller (which may also be referred to as the powertrain control unit or powertrain controller) 50 is illustrated. Various functions of the controller 50 may be implemented via algorithms and/or control logic that are stored within the memory of the controller 50. The controller 50 includes a vehicle control unit 62 that is configured to generate a torque request to the wheels 42. The vehicle control unit 62 communicates with a brake control unit 64 and a transmission control unit 66. The transmission control unit 66 may refer to portion of the controller 50 that is used to control the transmission gearbox 24, the torque converter 22, and/or the torque converter bypass clutch 34. The brake control unit 64 may refer to the portion of the controller 50 that is used to control either the friction brakes 60 or the M/G 18 during regenerative braking. The controller 50 may include a series of input channels and output channels to communicate with and control various components of the HEV 10. Signals indicative of various states of the vehicle may be received by the controller 50 via the input channels and signals indicative of commands may be sent from the controller 50 to various components of the HEV 10. The controller 50 may also include internal input and output channels such that the various components (described in further detail below) that comprise the controller 50 may communicate with each other.

The vehicle control unit 62 includes a wheel torque generating unit (or powertrain output torque generating unit) 68 that generates a constrained wheel torque command or request (or constrained powertrain output torque command or request). The wheel torque generating unit 68 transmits a signal indicative of the constrained wheel torque request to an interface 70 from the vehicle control unit 62 to the transmission control unit 66. The constrained wheel torque request transmitted to the interface 70 may or may not be the transmission regenerative braking torque limits. The interface 70 generates a powertrain braking torque request. The interface 70 then transmits a signal indicative of the powertrain braking torque request to the transmission control unit 66. The transmission control unit 66 in turn transmits a feedback signal indicative of a transmission regenerative braking torque limit to the wheel torque generating unit 68. The transmission regenerative braking torque limit may refer to the torque capacity of the transmission gearbox 24, the torque converter 22, and the torque converter bypass clutch 34 depending on the current operating mode (e.g., is the bypass clutch 34 currently open, slipping, or locked), the current gear selection in the gearbox 24, and/or the stress/strain limits of the physical components within the transmission gearbox 24, the torque converter 22, and the torque converter bypass clutch 34 during a regenerative braking event.

The wheel torque generating unit 68 also transmits a signal indicative of the constrained wheel torque request to an interface 72 from the vehicle control unit 62 to the brake control unit 64. The constrained wheel torque request transmitted to the interface 72 may or may not include vehicle stability torque limits. The interface 72 generates an available powertrain regenerative braking torque (or powertrain regenerative braking torque limit). The interface 72 then transmits a signal indicative of the available powertrain regenerative braking torque to the brake control unit 64. The brake control unit 64 in turn transmits a signal indicative of a vehicle stability torque limit to the wheel torque generating unit 68. The vehicle stability torque limit may refer to a maximum regenerative braking torque that can be applied on the wheels without causing a vehicle yaw instability event.

The signal indicative of the constrained wheel torque may also be transmitted from the wheel torque generating unit 68 to a power plant control unit 73. The power plant control unit 73 delivers torque commands to the engine 14 and the M/G 18. The torque commands to the engine 14 and the M/G 18 that may be based on the constrained wheel torque request.

Referring to FIG. 3, the wheel torque generating unit 68 of the controller 50 is illustrated. The wheel torque generating unit 68 includes a wheel torque request determination unit (or powertrain output torque request determination unit) 74 and a wheel torque shaping unit (or powertrain output torque shaping unit) 76. The wheel torque request determination unit 74 includes control logic and/or algorithms that are used to determine an actual wheel torque command or request (or actual powertrain output torque command or request) based on inputs including the transmission regenerative braking torque limit, the vehicle stability torque, a charging limit of the battery 20, a torque limit of the M/G 18, a torque request based on the position of the accelerator pedal 52, and a braking torque request based on the position of the brake pedal 58 that is not modified, altered, or filtered or constrained to either increase efficiency or improve drivability of the HEV 10. Once the actual wheel torque request is determined, the wheel torque request determination unit 74 transmits a signal indicative of the actual wheel torque request to the wheel torque shaping unit 76. The wheel torque shaping unit 76 includes control logic and/or algorithms that are used to generate the constrained wheel torque request. The constrained wheel torque request is a modified, altered, or filtered torque request based the actual wheel or actual powertrain output torque request from the vehicle user. For example, the constrained wheel torque request may produce a wheel torque that deviates from an actual wheel torque request of the vehicle user to either increase efficiency or improve drivability of the HEV 10. The constrained wheel torque request may be based on a wheel or powertrain torque schedule, such as an anti-jerk torque schedule, to prevent any NVH issues from occurring within the vehicle powertrain or other components of the drivetrain at the time of changing gears, performing a tip-in/out, braking, etc. Other components of the drivetrain may include the torque converter 22, gearbox 24, output shaft 36, differential 40, and axles 44.

Referring to FIG. 4, the power plant control unit 73 of the powertrain controller 50 is illustrated. The power plant control unit 73 includes an input torque request algorithm 75 that determines an engine torque command or request that is sent to the engine 14 and a M/G torque command or request that is sent to the M/G 18. The torque requests to the both the engine 14 and the M/G 18 may refer to the amount of respective torques delivered to the input of the transmission 16 (i.e., the torque to the torque converter 22 via the shaft 30) via the engine 14 and the M/G 18. The input torque request algorithm 75 may base the engine torque request and the M/G torque request on either the constrained wheel torque request or the actual wheel torque request, each depicted in FIG. 3. Under scenarios where the wheel torque is limited by some constraint (such as an anti-jerk constraint during a lash crossing of the powertrain, discussed in further detail below), the constrained wheel torque may be used to determine the engine torque request and the M/G torque request. Under scenarios where the wheel torque is not limited by some constraint, the actual wheel torque request may be used to determine the engine torque request and the M/G torque request. The input torque algorithm 75 may also be restricted by the transmission during transmission shifts that result in speed adjustments at the input of the transmis-

sion **16** (i.e., the torque to the torque converter **22** via the shaft **30**), which may require speed and/or torque adjustments of the engine **14** and/or M/G **18**. Feedback loops from the engine **14** and the M/G **18**, respectively, may communicate actual or measured engine torque and actual or measured M/G torque back to the input torque request algorithm **75**. The input torque request algorithm **75** may include a first feedback controller that adjusts the engine torque based on the difference between the actual engine torque and the engine torque request. The input torque request algorithm **75** may include a second feedback controller that adjusts the motor torque based on the difference between the actual M/G torque and the M/G torque request. The first and second feedback loops may include a proportional term, integral term, derivative term, or any combination thereof. The engine torque

Alternatively, the input torque request algorithm **75** may base the engine torque request and the M/G torque request on an impeller torque request (or impeller torque command) of the torque converter **22**. Under the alternative scenario where the engine torque request and the M/G torque request are based on the impeller torque request, the impeller torque may or may not be limited by some constraint (such as an anti-jerk constraint during a lash crossing of the powertrain). The impeller torque request may also be adjusted by interventions from the transmission under certain scenarios (i.e., limits based on speed or torque that prevent damage or failure of the transmission, especially the gearbox **24**) except during a shift. The impeller torque may be the sum of the engine torque and the M/G torque adjusted for inertia. The commanded impeller torque may include positive values where torque is delivered from the engine **14** and/or the M/G **18** to the drive wheels **42**. The commanded impeller torque may also include negative values. For example, the commanded impeller torque may be negative during desired periods of regenerative braking where kinetic energy is transferred to the M/G **18** via the drive wheels **42** or during desired periods of engine braking.

Referring FIG. 5, the interface **72** between the vehicle control unit **62** and the brake control unit **64** of the controller **50** is illustrated. FIG. 5 also illustrates the how the brake control unit **64** calculates a friction brake torque request during a regenerative braking event. The interface **72** and brake control unit **64** include control logic and/or algorithms that perform the various functions of the interface **72** and brake control unit **62** that are described below.

The interface **72** includes a first input block **78**, a second input block **80**, a third input block **82**, a maximum block **84**, and an arbitration block **86**. The first input block **78** transmits a signal indicative of the transmission regenerative braking torque limit (which is generated by the transmission control unit **66**) to the maximum block. The second input block **80** transmits a signal indicative of the torque limit of the M/G **18** (which may be limited by the capacity of the battery **20** receive charge) to the maximum block **84**. The maximum block **84** determines the maximum of the transmission regenerative braking torque limit and the torque limit of the M/G **18** (taking into account the charge limit of the battery **20**). Next, the maximum block **84** transmits a signal indicative of the maximum of transmission regenerative braking torque limit and torque limit of the M/G **18** (taking into account the charge limit of the battery **20**) to the arbitration block **86**. The third input block **82** transmits a signal indicative of the constrained wheel torque request (which is generated by the wheel torque generating unit **68**) to the arbitration block **86**. The arbitration block **86** then

transmits a signal indicative of the available powertrain regenerative braking torque to the brake control unit **64**.

The brake control unit **64** includes a first input block **88**, a second input block **90**, a third input block **92**, a fourth input block **94**, and a friction brake torque request calculation block **96**. The first input block **88** transmits a signal indicative of the available powertrain regenerative braking torque to the friction brake torque request calculation block **96**. The available powertrain regenerative braking is received by the first input block from the arbitration block **86** of the interface **72** between the vehicle control unit **62** and the brake control unit **64**. The second input block **90** transmits a signal indicative of the actual powertrain wheel torque (or actual powertrain output torque) to the friction brake torque request calculation block **96**. The actual powertrain real torque may be received from the vehicle control unit **62** or maybe transmitted from a sensor that is configured to detect the torque at the wheels **42** (or the output of the powertrain). The third input block **92** transmits a signal indicative of a total brake torque demand to the to the friction brake torque request calculation block **96**. The total brake torque demand may be based on a position of the brake pedal **58** caused by a user is depressing the brake pedal **58**. The fourth input block **94** transmits a signal indicative of the vehicle stability torque limit to the to the friction brake torque request calculation block **96**. The vehicle stability torque limit may refer to a maximum regenerative braking torque that can be applied on the wheels without causing a vehicle yaw instability event. The information input into the friction brake torque request calculation block **96** is transformed into a friction brake torque request based on control logic and/or algorithms that are included within the friction brake torque request calculation block **96**. The friction brake torque request calculation block **96** then transmits a signal indicative of the friction brake torque request to the wheels **42**.

Referring to FIG. 6, an exemplary graph representing the relationships between wheel torque, regenerative braking torque, and friction braking torque is illustrated. The relationships represented in the graph are based on the functionality of the controller **50** including the functionality of, but not limited, the interface **72** and the brake control unit **64**. A first plot on the graph represents an unfiltered demanded wheel torque (or unfiltered demanded powertrain output torque) **98** plotted against time. The unfiltered demanded wheel torque may correspond to the actual wheel torque request depicted in FIG. 3. The unfiltered demanded wheel torque **98** may be based on the torque commands received from the user of the HEV **10** via the accelerator pedal **52** and/or brake pedal **58**. A second plot on the graph represents a filtered demanded wheel torque (or filtered demanded powertrain output torque) **100** plotted against time. The filtered demanded wheel torque may correspond to the constrained wheel torque request depicted in FIGS. 2 and 3. The unfiltered demanded wheel torque **98** may be filtered according to a wheel torque schedule to coordinate the operation of the powertrain and braking systems to maximize fuel economy or improve vehicle drivability. For example, the filtered demanded wheel torque **100** may follow a torque schedule that slowly decreases the wheel (or powertrain output) torque when there is a sudden change from a demanded wheel torque having a positive value to a negative value in order to prevent NVH issues from occurring within the powertrain or other components of the drivetrain. Negative values of wheel torque may refer to a decelerating or braking event of the HEV **10** while positive values of wheel torque may refer to an acceleration event of the HEV **10**. The described example of the filtered

demanded wheel torque **100** may be referred to as an anti-jerk torque control system or an anti-jerk torque schedule. A third plot on the graph represents the available powertrain regenerative braking torque (or powertrain regenerative braking torque limit) **102** plotted against time, which is also represented by the first input block **88** of the brake control unit **64** in FIG. 5. A fourth plot on the graph represents total brake torque demand **104** plotted against time, which is also represented by the third input block **92** brake control unit **64** in FIG. 5. A fifth plot on the graph represents the friction brake torque request **106** plotted against time, which is generated at the friction brake torque request calculation block **96** in FIG. 5.

When a vehicle user releases the accelerator pedal **52**, which is represented as the event occurring at time  $t_1$ , the unfiltered demanded wheel torque **98** may quickly dropped to a demanded negative wheel torque value at time  $t_2$ . The negative wheel torque value at time  $t_2$  represents the wheel torque value when the accelerator pedal **52** is completely released (which may be referred to as the lift pedal torque request) prior to receiving a braking torque request. The filtered demanded wheel torque request **100**, however, will prevent the actual wheel torque from dropping as quickly as the unfiltered demanded wheel torque **98** to prevent NVH issues in order to improve the drivability of the HEV **10**. The actual wheel torque may be approximately equal to the filtered demanded wheel torque request **100**.

Shortly after the user releases the accelerator pedal **52**, between times  $t_3$  and  $t_4$ , the filtered demanded wheel torque **100** will experience a period of time where torque is decreased (or ramped down) to simulate a damping torque that occurs from a controlled throttle closing, which may include damping resulting from engine compression. This period of time may be referred to as a damping (or dashpot) period **108**. Once the damping period ends at time  $t_4$ , the filtered demanded wheel torque request **100** continues to decrease during a period of lash crossing **110**. Lash crossing refers to a period of time where there is a change in direction in the torque being transferred through the powertrain and drivetrain. The rate at which the filtered demanded wheel torque **100** decreases during the period of lash crossing **110** is less than the rate at which the filtered demanded wheel torque **100** decreases during the damping period **108**. The period of lash crossing **110** occurs between times  $t_4$  and  $t_5$ . The period of lash crossing **110** may be divided into two periods, the first corresponding to positive filtered demanded wheel torque request values while the other corresponds to negative filtered demanded wheel torque request values. The portion of the period of lash crossing **110** where the filtered demanded wheel torque request **100** has positive values occurs between times  $t_4$  and  $t_6$ . The portion of the period of lash crossing **110** where the filtered demanded wheel torque request **100** has negative values occurs between times  $t_6$  and  $t_5$ . Once the period of lash crossing **110** is completed at time  $t_5$ , the rate at which the filtered demanded wheel torque request **100** decreases is increased until the filtered demanded wheel torque request **100** is ramped to the torque value of the unfiltered demanded wheel torque **98** at time  $t_7$ . At time  $t_7$ , the filtered demanded wheel torque request **100** merges with the unfiltered demanded wheel torque **98** resulting in a single unfiltered demanded wheel torque.

When a vehicle user depresses the brake pedal **58** (which is demonstrated as occurring beginning at time  $t_8$ ), the controller **50** will need to determine if it is possible to utilize the braking energy for some purpose or recapture the braking energy to charge the battery **20** with the M/G **18** via regenerative braking. First, the available powertrain regen-

erative braking torque **102** is determined based on the control logic and/or algorithms of the interface **72** from the vehicle control unit **62** to the brake control unit **64**. As previously stated, the available powertrain regenerative braking torque **102** is based on the output of the arbitration block **86** in FIG. 5, which is an arbitration between the constrained wheel torque request and the maximum of the transmission regenerative braking torque limit and the torque limit of the M/G **18** (taking into account the charge limit of the battery **20**). Again, the maximum of the transmission regenerative braking torque limit and the torque limit of the M/G **18** (taking into account the charge limit of the battery **20**) is determined in the maximum block **84**. For simplicity purposes, the output of the maximum block **84** will be referred to as the powertrain maximum regenerative braking torque. The process occurring within the arbitration block **86** will limit the available powertrain regenerative braking torque **102** to the torque schedule of the filtered demanded wheel torque **100**, during a period decreasing demanded wheel torque until the filtered demanded wheel torque **100** merges with the unfiltered demanded wheel torque **98** at time  $t_7$ . During a first period from time  $t_8$  to time  $t_6$ , when the filtered demanded wheel torque **100** is positive after the vehicle user depresses the brake pedal **58**, the available powertrain regenerative braking torque **102** will be limited to zero. The first period, from time  $t_0$  to time  $t_6$ , includes the damping period **108** and a first portion of the period of lash crossing **110**, between times  $t_4$  and  $t_6$ , corresponding to the portion of the period of lash crossing **110** where the filtered demanded wheel torque **100** is positive. Once the filtered demanded wheel torque **100** becomes negative during the period of lash crossing **110** at time  $t_6$ , the available powertrain regenerative braking torque **102** will be equal to the filtered demanded wheel torque **100** during a second period. The second period corresponds to a time period between  $t_6$  (the filtered demanded wheel torque **100** becoming negative during the period of lash crossing **110**) and  $t_5$  (the completion of the period of lash crossing **110**). Once the period of lash crossing is complete at time  $t_5$ , the available powertrain regenerative braking torque **102** is no longer limited by the wheel torque schedule of the filtered demanded wheel torque **100** and is be ramped to obtain the powertrain maximum regenerative braking torque at time  $t_7$ .

Also, when the vehicle user is depresses the brake pedal **58** at time  $t_8$ , the total brake torque demand **104** will be filled by the friction brake torque request **106** until the available powertrain regenerative braking torque **102** drops below the lift pedal torque request at time  $t_9$ . Once the available powertrain regenerative braking torque **102** drops below the negative value of the lift pedal torque request at time  $t_9$ , an actual regenerative braking torque (which is limited to available powertrain regenerative braking torque **102**) will be requested and commanded (based on the total brake torque demand **104**, and a need, demand, or request to recapture braking energy to charge the battery **20** or a need to utilize braking energy for some other purpose). The negative value of the friction brake torque request **106** will decrease by the amount of delivered actual regenerative braking torque. The actual regenerative braking torque will be limited by the constraints such as the transmission regenerative braking torque limit and the torque limit of the M/G **18** (which may be limited by the capacity of the battery **20** receive charge). In the shown example, the actual regenerative braking torque is represented by the line **107** and is the difference between the total brake torque demand **104** and the friction brake torque request **106**. In the shown example, the actual regenerative braking torque **107** would

not satisfy the brake torque request **106**, during a period of an increasing brake torque request **106**, even if the M/G **18** were available and the battery state of charge was such that regenerative braking alone could satisfy the braking request, since the actual regenerative braking torque **107** is limited to the available powertrain regenerative braking torque **102**. Between the time period  $t_5$  and  $t_7$ , the negative value of the friction braking torque request **106** is decreased as the actual regenerative braking torque is increased. In the example depicted in FIG. 6, the negative friction braking torque request **106** and the actual regenerative braking torque are ramped to steady values at time  $t_7$ , however, it should be understood that the negative friction braking torque request **106** and the actual regenerative braking torque may be ramped to non-steady state values and may change as a demand for braking and the system constraints change. Furthermore, it should be understood however that the actual regenerative braking **107** could have a value anywhere between zero and the available powertrain regenerative braking torque **102**, after the available regenerative braking torque **102** obtains a negative value, based on the need to utilize braking energy or recapture braking energy to charge the battery **20**. Accordingly, if the actual regenerative braking torque does have a different value than shown, the friction brake torque request **106** would be adjusted accordingly such that the actual regenerative braking torque and the friction brake torque request **106** would achieve the total brake torque demand **104**. Furthermore, it should be understood that the negative value of the lift pedal torque request could be dynamic and different from the value shown in FIG. 6 and the time at which a brake demand starts ( $t_8$ ) could be adjusted to occur at a different time than shown. If the lift pedal torque request is different or the time of the brake demand is shifted, the friction brake torque request **106** and the actual regenerative braking will be adjusted accordingly based on the description above.

Referring to FIG. 7, the interface **70** between the vehicle control unit **62** and the transmission control unit **66** of the controller **50** is illustrated. FIG. 7 also illustrates the how the transmission control unit **66** capacitizes the torque converter bypass clutch **34** during a regenerative braking event. Capacitizing a clutch may refer to adjusting the capacity of a clutch to transfer torque from an input side to an output side of the clutch when the clutch is in a closed-state. The bypass clutch **34** will be in an open state when the input and output sides of the bypass clutch **34** are not in contact with each other. The bypass clutch **34** will be in a closed-state when the input and output sides of the bypass clutch are in contact with each other in either a locked or slipping condition. The capacity of the torque converter bypass clutch **34** may be increased by increasing the contact pressure between the input and outside side of the bypass clutch **34**. The capacity of the torque converter bypass clutch **34** may be decreased by decreasing the contact pressure between the input and outside side of the torque converter bypass clutch **34**. An actuator may be used to increase or decrease the pressure between the input and output sides of the torque converter bypass clutch **34**. Actuators may include hydraulic pistons, pneumatic pistons, electrical solenoids, electric motors (e.g., servo motors), or any other actuator known in the art that is capable forcing opposing sides of clutch into and out of engagement with each other. The interface **70** and transmission control unit **66** include control logic and/or algorithms that perform the various functions of the interface **70** and transmission control unit **66** that are described below.

The interface **70** includes a first input block **112**, a second input block **114**, a third input block **116**, a fourth input block **118**, a fifth input block **120**, a first maximum block **122**, a subtraction block **123**, a second maximum block **124**, an addition block **126**, and an arbitration block **128**. The first input block **112** transmits a signal indicative of the total brake torque demand to the second maximum block **124**. The second input block **114** transmits a signal indicative of the vehicle stability torque limit to the first maximum block **122** while the third input block **116** transmits a signal indicative of the torque limit of the M/G **18** (which may be limited by the capacity of the battery **20** receive charge) to the first maximum block **122**. A signal indicative of the maximum of the vehicle stability torque limit and the torque limit of the M/G **18** (which may be limited by the capacity of the battery **20** receive charge) is then transmitted from the first maximum block **122** to the subtraction block **123** while the fourth input block **118** transmits a signal indicative of the wheel torque demand from accelerator pedal **52** to the subtraction block **123**. A signal indicative of the difference between the maximum of the vehicle stability torque limit and the torque limit of the M/G (**18** determined at block **122**) and the wheel torque demand from accelerator pedal **52** (input from block **118**) is then input from the subtraction block **123** into the second maximum block **124**. A signal indicative of the maximum of the total brake torque demand and the output of subtraction block **123** is then transmitted from the second maximum block to the addition block **126**. The fourth input block **118** transmits a signal indicative of the wheel torque demand from accelerator pedal **52** to the addition block **126**. The addition block **126** then sends a signal indicative of the addition of the wheel torque demand from accelerator pedal **52** and the output of the second maximum block **124** to the arbitration block **128**. The fifth input block **120** transmits a signal indicative of the constrained wheel torque request to the arbitration block **128**. The arbitration block **128** then transmits a signal indicative of a total wheel regenerative braking request (or total powertrain output regenerative braking request) to the transmission control unit **66**.

The transmission control unit **66** includes a first input block **130**, a second input block **132**, an arbitration block **134**, and the torque converter bypass clutch capacity control block **136**. The first input block **130** transmits a signal indicative of the total wheel regenerative braking torque request to the arbitration block **134**. The total wheel regenerative braking torque request is received by the first input block **130** from the arbitration block **128** of the interface **70** between the vehicle control unit **62** and the transmission control unit **66**. The second input block **132** transmits a signal indicative of a base torque converter bypass clutch capacity request to the arbitration block **134**. The base torque converter bypass clutch capacity request may be based on a standard control that includes control logic and/or algorithms that capacitize torque converter bypass clutch **34** without considering a filtered or constrained demanded wheel torque (or filtered demanded powertrain output torque), such as an anti-jerk control. The arbitration block **134** then transmits a signal to the torque converter bypass clutch capacity control block **136** to control the torque converter bypass clutch **34** based on either the total wheel regenerative braking torque request from the first input block **130** or the base torque converter bypass clutch capacity request from the second input block **132**. The torque converter bypass clutch capacity control block **136** then transmits a signal indicative of the desired torque capacity of

the torque converter bypass clutch **34** to capacitize the torque converter bypass clutch **34**.

Referring to FIG. **8**, an exemplary graph representing the relationships between wheel torque, regenerative braking torque, and the torque capacity of the torque converter bypass clutch **34** is illustrated. The relationships represented in the graph are based on the functionality of the controller **50**, including the functionality of, but not limited to, the interface **70** from the vehicle control unit **62** to the transmission control unit **66** and the transmission control unit **66**. A first plot on the graph represents an unfiltered demanded wheel torque (or unfiltered demanded powertrain output torque) **98'** plotted against time, a second plot on the graph represents a filtered demanded wheel torque (or filtered demanded powertrain output torque) **100'** plotted against time, and a third plot on the graph represents total brake torque demand **104'** plotted against time. The unfiltered demanded wheel torque **98'**, filtered demanded wheel torque **100'**, and the total brake torque demand **104'** in FIG. **8** will include the same limitations and characteristic as the unfiltered demanded wheel torque **98**, filtered demanded wheel torque **100**, and the total brake torque demand **104** described in FIG. **6**, respectively, except for any differences described herein with respect to FIG. **8**. Also, any the times labeled  $t_1$  through  $t_9$  that are included in FIG. **8**, corresponds to the same occurrence or event that is associated with the respective time  $t_1$  through  $t_9$  shown in FIG. **6** unless otherwise described herein.

FIG. **8** also includes a plot on the graph representing a wheel torque request that ignores the transmission regenerative braking limit **138** plotted against time and a plot on the graph representing the total wheel regenerative braking torque request **142** plotted against time. The total wheel regenerative braking torque request **142** will be limited by the filtered demanded wheel torque **100'** in the same manner as the available powertrain regenerative braking torque **102** is limited by the filtered demanded wheel torque **100** in FIG. **6**, except that the total wheel regenerative braking torque request **142** may decrease to a negative value of the wheel torque request that ignores the transmission regenerative braking limit **138** at time  $t_{10}$ . The total wheel regenerative braking torque request **142** will decrease to the wheel torque request that ignores the transmission regenerative braking limit **138** so that the torque converter bypass clutch **34** may be properly capacitized to the regenerative braking torque demand (with an appropriate margin above a theoretical value to ensure no slippage actually occurs) based on the torque limits of the M/G **18** (taking into account the charge limit of the battery **20**) without being affected by the transmission regenerative braking torque limit.

FIG. **8** also includes a plot on the graph that represents the torque capacity of the bypass clutch **140** plotted against time. The torque capacity the bypass clutch **140** is plotted in FIG. **8** to demonstrate how the torque converter bypass clutch **34** may be capacitized during a regenerative braking event based on the functionality of the controller **50** including the functionality of, but not limited, the interface **70** from the vehicle control unit **62** to the transmission control unit **66** and the transmission control unit **66**.

When a vehicle user releases the accelerator pedal **52** at time  $t_1$ , the torque capacity of the bypass clutch **140** may begin to decrease, immediately or shortly thereafter, until it obtains a minimum closed-state value at time  $t_{11}$ . The torque capacity of the torque converter bypass clutch **34** may be reduced at a constant rate to the minimum closed-state value in response to a detected decreasing value of the unfiltered demanded wheel torque **98'**, in response to the unfiltered

demanded wheel torque **98'** approaching or obtaining a zero value, or in response to the unfiltered demanded wheel torque **98'** obtaining a negative value while the filtered demanded wheel torque **100'** remains positive. From time  $t_{11}$  and until the filtered demanded wheel torque **100'** obtains a negative value at time  $t_6$ , the torque capacity of the bypass clutch **140** remains at the minimum closed-state value, unless the torque demand changes by some event (such as the user re-applying the accelerator pedal **52**). During the period of time between  $t_1$  to  $t_6$ , the arbitration block **134** will direct the bypass clutch capacity control block **136** to control the torque converter bypass clutch **34** based on the base torque converter bypass clutch capacity request, represented by the second input block **132** (and not the total wheel regenerative braking torque request **130**), since the filtered demanded wheel torque **100'** remains positive and the total wheel regenerative braking torque request **142** is zero. Also, during the time period between  $t_1$  to  $t_6$ , the torque capacity of the converter bypass clutch is reduced to the minimum closed-state value since the unfiltered demanded wheel torque **98'** is reduced to a negative value while total wheel regenerative braking torque request **142** is zero.

During the period of time after  $t_6$  when the filtered demanded wheel torque **100'** and total wheel regenerative braking torque request **142** become negative, the arbitration block **134** will direct the bypass clutch capacity control block **136** control the torque capacity of the torque converter bypass clutch **34** based on the total wheel regenerative braking torque request **142**, also represented by the first input block **130**. The plot representing the torque capacity of the bypass clutch **140** is increased after time  $t_6$ . The torque capacity of the bypass clutch **140** may increase as the negative value of the total wheel regenerative braking torque request **142** increases or decrease as the negative value of the total wheel regenerative braking torque request **142** decreases.

For illustrative purposes, the negative value of the total wheel regenerative braking torque request **142** increases in FIG. **8** at the same rate that the negative value of the filtered demanded wheel torque **100'** increases between times  $t_6$  and  $t_7$  to demonstrate how the torque converter bypass clutch **34** is capacitized during regenerative braking. However, the total wheel regenerative braking torque request **142** after time  $t_6$  could be ramped at a different rate from and have a different value than the filtered demanded wheel torque **100'**. Therefore, it should be understood that the increase in the capacity of the bypass clutch **34** after time  $t_6$  could be different from what is demonstrated in FIG. **8**. More specifically, the total wheel regenerative braking torque request **142** between times  $t_6$  and  $t_7$  could have any value between zero and the filtered demanded wheel torque **100'**. After time  $t_7$ , the total wheel regenerative braking torque request **142** could have any value between zero and unfiltered demanded wheel torque **98'**. For torque converter bypass clutch **34** capacitizing purposes only, at time  $t_7$  the total regenerative braking torque request **142** may appear to be ramped to the wheel torque request that ignores the transmission regenerative braking limit **138** at time  $t_{10}$ . It should be noted, however that real word regenerative braking may not have a greater negative value than either the filtered demanded wheel torque **100'** or the unfiltered demanded wheel torque **98'**, depending on which is currently controlling the regen limit, similar to how the available powertrain regenerative braking torque **102** may not have a greater negative value than either the filtered demanded wheel torque **100** or the unfiltered demanded wheel torque **98**, described in FIG. **6** above.

As described above, the total wheel regenerative braking torque request **142** will be a function of the unfiltered demanded wheel torque **98'** or the filtered demanded wheel torque **100'** depending on current conditions of the vehicle powertrain. The capacity of the torque converter bypass clutch **34** in turn is a function of the total wheel regenerative braking torque request **142** and may ignore the transmission regenerative braking limit when the total wheel regenerative braking torque request **142** is based on the unfiltered demanded wheel torque **98'**. More, specifically, the negative value of the total regenerative braking request **142** may increase as negative values of the unfiltered demanded wheel torque **98'** or the filtered demanded wheel torque **100'** increase, depending on which is controlling the regenerative braking request **142** based on current conditions of the vehicle powertrain. The capacity of the torque converter bypass clutch **34** in turn may increase as the negative values of the total regenerative braking request **142** increases. Therefore, the capacity of the torque converter bypass clutch **34** may increase as negative values of the unfiltered demanded wheel torque **98'** or the filtered demanded wheel torque **100'** increase, depending on which is controlling the regenerative braking request **142** based on current conditions of the vehicle powertrain.

Furthermore, the capacity of the torque converter bypass clutch **34** may increase proportionally to a negative increase in the value of the total regenerative braking request **142**, the unfiltered demanded wheel torque **98'**, the filtered demanded wheel torque **100'**, or the wheel torque request that ignores the transmission regenerative braking limit **138**, depending on which of unfiltered demanded wheel torque **98'** or the filtered demanded wheel torque **100'** is currently controlling the regenerative braking request **142**. For example, during a second portion of the period of lash crossing **110**, between times  $t_6$  and  $t_5$  and following the period between  $t_{11}$  and  $t_6$  where the torque capacity of the torque converter bypass clutch **34** is at minimum closed-state value, the torque capacity of the torque converter bypass clutch **34** may be increased at a first rate that is in proportion to the rate of increase in the negative value of the total regenerative braking request **142** and/or the rate of increase in the negative value of the filtered demanded wheel torque **100'**. Furthermore, after the period of lash crossing, the torque capacity of the torque converter bypass clutch **34** may be increased at a second rate that is in proportion to a second rate of increase in the negative value of the total regenerative braking request **142** and/or the rate of increase in the negative value of the filtered demanded wheel torque **100'**. The rate of increase in the torque capacity of the torque converter bypass clutch **34** during the period between times  $t_{11}$  and  $t_6$  may be greater than rate of increase of the torque capacity of the torque converter bypass clutch **34** during the second portion of the period of lash crossing **110**, between times  $t_6$  and  $t_5$ . The rate of increase in the negative value of the total regenerative braking request **142** and/or the rate of increase in the negative value of the filtered demanded wheel torque **100'** during the period between times  $t_{11}$  and  $t_6$  may be greater than the rate of increase in the negative value of the total regenerative braking request **142** and/or the rate of increase in the negative value of the filtered demanded wheel torque **100'** during the second portion of the period of lash crossing **110**, between times  $t_6$  and  $t_5$ .

Controlling the capacity of the torque converter bypass clutch **34**, based on the base torque converter bypass clutch capacity request **132**, before the filtered demanded wheel torque **100'** achieves a negative value, prevents wasting energy which may occur when the torque converter bypass

clutch **34** is capacitized for regenerative braking prior to there being wheel torque that is less than zero (which is required before regenerative braking may occur). Furthermore, controlling the capacity of the torque converter bypass clutch **34** based on the filtered demanded wheel torque **100'** as opposed to controlling the capacity of the torque converter bypass clutch **34** based on the unfiltered demanded wheel torque **98'**, when the filtered demanded wheel torque **100'** has a smaller negative value than the unfiltered demanded wheel torque **98'**, prevents wasting energy by capacitizing the torque converter bypass clutch to the actual regenerative braking needs. Also, controlling torque converter bypass clutch **34** based on the total wheel regen torque request **130** allows the capacity to increase ahead of the applied M/G **18** or Engine **14** to the input of the torque converter **30** ensuring timely regen capture (since the M/G **18** can respond very fast compared to an engine).

Referring to FIGS. **9** and **10**, flowcharts representative of a method for controlling the torque capacity of the torque converter bypass clutch **34** is illustrated. The method may be stored as an algorithm and/or control logic within the controller **50**. The method may be implemented by the controller **50** based on various conditions of the vehicle **10**. The flowchart in FIG. **9** determines whether to control the torque capacity of the torque converter bypass clutch **34** based on the base torque converter bypass clutch capacity request or based on an arbitration between the regenerative braking torque request and the impeller torque command. The flowchart in FIG. **9** is similar to the process in FIG. **7** where the arbitration block **134** then transmits a signal to the torque converter bypass clutch capacity control block **136** to control the torque converter bypass clutch **34** based on either the total wheel regenerative braking torque request from the first input block **130** or the base torque converter bypass clutch capacity request from the second input block **132**. The flowcharts in FIGS. **9** and **10**, however, differ from the process in FIG. **7** in that the impeller torque command is also taken into account and the regenerative braking torque request is the regenerative braking torque request at the impeller of the torque converter **22** and not at the drive wheels **42**.

The method begins in the flowchart of FIG. **9** by inputting the regenerative braking torque request at the impeller of the torque converter **22**, illustrated by block **200**, and inputting the impeller torque command, illustrated by block **202**, into decision block **204**. At decision block **204** it is determined if the minimum of the regenerative braking torque request **200** and the impeller torque command **202** is less than zero. If the minimum of the regenerative braking torque request **200** and the impeller torque command **202** is not less than zero, the torque capacity of the torque converter bypass clutch **34** will be controlled according to the base torque converter bypass clutch capacity request at block **206** (similar to block **132** in FIG. **7**). If the minimum of the regenerative braking torque request **200** and the impeller torque command **202** is less than zero, the torque capacity of the torque converter bypass clutch **34** will be controlled according to either the regenerative braking torque request **200** or the impeller torque command **202** at block **208**. The regenerative braking torque request **200** or the impeller torque command **202** may or may not be limited by some constraint (such as an anti-jerk constraint during a lash crossing of the powertrain). For example, the regenerative braking torque request **200** at the impeller may be limited in the same manner that the available powertrain regenerative braking torque **102** is limited to the filtered demanded wheel torque **100**, depicted in FIG. **6** above.

The algorithm for controlling the torque converter bypass clutch **34** according either regenerative braking torque request **200** or the impeller torque command **202** at block **208** is depicted in further detail in FIG. **10**. First, it is determined at decision block **210** if the absolute value of a negative regenerative braking torque request **200** is greater than the absolute value of a negative impeller torque command **202** (or if one of the regenerative braking torque request **200** or the impeller torque command **202** is negative while the other is not).

If the absolute value of the negative regenerative braking torque request **200** is not greater than the absolute value of the absolute value of the negative impeller torque command **202** (or if the impeller torque command **202** is negative and while regenerative braking torque request **200** is not negative), the method moves on to block **212** where the torque capacity of the torque converter bypass clutch **34** is controlled based on the negative impeller torque command **202**. The torque capacity of the torque converter bypass clutch **34** may be controlled or adjusted in proportion to the impeller torque command **202**. For example, the torque capacity of the torque converter bypass clutch **34** may increase proportionally to an increase in the negative value (moving further away from zero while maintaining a negative value) of the impeller torque command **202** or decrease proportionally to an decrease in the negative value (moving closer to zero value while maintaining a negative value) of the impeller torque command **202**.

If the absolute value of the negative regenerative braking torque request **200** is greater than absolute value of the negative the impeller torque command **202** (or if the regenerative braking torque request **200** is negative and while impeller torque command **202** is not negative), the method moves on to block **214** where the torque capacity of the torque converter bypass clutch **34** is controlled based on the negative regenerative braking torque request **200** at the impeller of the torque converter **22**. The torque capacity of the torque converter bypass clutch **34** may be controlled or adjusted in proportion to the negative regenerative braking torque request **200**. For example, the torque capacity of the torque converter bypass clutch **34** may increase proportionally to an increase in the negative value (moving further away from zero while maintaining a negative value) of the regenerative braking torque request **200** or decrease proportionally to an decrease in the negative value (moving closer to zero value while maintaining a negative value) of the regenerative braking torque request **200**.

Negative torque values of either the regenerative braking torque request **200** or the impeller torque command **202** refer to scenarios where torque is being applied to slow the vehicle **10** as opposed to accelerating the vehicle **10**. This may occur during periods of regenerative braking or engine braking. Increases in the negative value of either the regenerative braking torque request **200** or the impeller torque command **202** may occur during a release (tip-out) of the accelerator pedal **52** or an application of the brake pedal **58**. Decreases in the negative value of either the regenerative braking torque request **200** or the impeller torque command **202** may occur during a release of the brake pedal **58** or an application (tip-in) of the accelerator pedal **52**. Scenarios where the negative impeller torque command **202** may have a greater absolute value than the negative regenerative braking torque request **200** (or where the impeller torque command **202** is negative and while regenerative braking torque request **200** is not negative) may include periods right after releasing the brake pedal **58** or during periods where an inverse surge protection limit is active. An inverse surge

protection limit may be an upper limit of the negative impeller torque command **202** that maintains a minimum absolute value of the negative impeller torque command **202** to increase the quality of transmission shifts. Scenarios where the negative regenerative braking torque request **200** may have a greater absolute value than the negative the impeller torque command **202** (or where the regenerative braking torque request **200** is negative and while impeller torque command **202** is not negative) may include periods right after the tip-out of the accelerator pedal **52**, during a zero input power (zip) shift, or during periods where an impeller speed protection limit is active. A zip shift includes a shift where the impeller torque command **202** is close to zero due to lack of input power from either the engine **14** or the M/G **18**. An impeller speed protection limit may be a lower limit that prevents the absolute value of the negative impeller torque command from exceeding a maximum value in order prevent the impeller of the torque converter **22** from stalling.

Referring to FIG. **11**, an exemplary graph of the relationships between the impeller torque command, the regenerative braking torque request, and the torque capacity of the torque converter bypass clutch **34** when utilizing the method described herein to control the torque capacity of the torque converter bypass clutch **34** during a vehicle deceleration event that includes both an accelerator pedal tip-out and a brake pedal release is illustrated. The graph includes the regenerative braking torque request **200**, impeller torque command **202**, torque capacity of the torque converter bypass clutch **216**, an actual or measured impeller torque **218**, and a theoretical torque capacity of the torque converter bypass clutch **220**.

A tip-out of the accelerator pedal **52** is shown to occur between times  $t_1$  and  $t_2$ . During and immediately after the tip-out of the accelerator pedal **52**, the regenerative braking torque request **200** and the impeller torque command **202** each decrease (or increase in negative value). However, the regenerative braking torque request **200** is negative during the tip-out of the accelerator pedal **52** while the impeller torque command **202** is non-negative (i.e., has a zero or positive value) or is negative but has an absolute value that is less than the regenerative braking torque request **200**. Therefore, according the method described herein, the torque capacity of the torque converter bypass clutch **216** is controlled based on and increased in proportion to the regenerative braking torque request **200** during and immediately after the tip-out of the accelerator pedal **52**.

A release of the brake pedal **58** is shown to occur between times  $t_3$  and  $t_4$ . During and immediately after the release of the brake pedal **52**, the regenerative braking torque request **200** and the impeller torque command **202** each increase (or decrease in negative value). However, the impeller torque command **202** has a negative value while the regenerative braking torque request **200** is non-negative or has a negative value that is less in absolute value than the impeller torque command. Therefore, according the method described herein, the torque capacity of the torque converter bypass clutch **216** is controlled based on and decreased in proportion to the impeller torque command **202** during and immediately after the release of the brake pedal **52**.

The theoretical torque capacity of torque converter bypass clutch **220** illustrates controlling the torque capacity of the torque converter bypass clutch **34** based on the actual or measured impeller torque **218**. If the torque capacity of the torque converter bypass clutch **34** were based on the actual or measured impeller torque **218**, the torque capacity of the torque converter bypass clutch **34** would be insufficient for

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regenerative braking purposes based on the regenerative braking torque request **200** during the tip-out of the accelerator pedal **52** between times  $t_1$  and  $t_2$ . Furthermore, if the torque capacity of the torque converter bypass clutch **34** were based on the actual or measured impeller torque **218**, the torque capacity of the torque converter bypass clutch **34** would be insufficient for regenerative braking purposes and/or as desired negative impeller torque during transmission shifts, which is indicated by dips **222** occurring in the theoretical torque of the capacity torque converter bypass clutch **220** during transmission shifts. The dips **222** indicate that inertia fluctuations caused by transmission shifts are not compensated for when the torque capacity of the torque converter bypass clutch **34** is based on the actual or measured impeller torque **218**. Controlling or adjusting the capacity of the torque converter bypass clutch **34** based on either the regenerative braking torque request **200** or the impeller torque command **202** (and not based on the actual or measured impeller torque **218**) compensates for inertia fluctuations during transmission shifts, which eliminates the dips **222** that are shown to occur when the capacity of the torque converter bypass clutch **34** is controlled based on the actual or measured impeller torque **218**. Therefore either the regenerative braking torque request **200** or the impeller torque command **202** and not the actual or measured impeller torque **218** is used to control or adjust the torque capacity of the torque converter bypass clutch.

Referring to FIG. 12, an exemplary graph of the relationships between the impeller torque command, the regenerative braking torque request, and the torque capacity of the torque converter bypass clutch **34** when utilizing the method described herein to control the torque capacity of the torque converter bypass clutch **34** during a zip shift is illustrated. The graph includes the regenerative braking torque request **200**, impeller torque command **202**, the torque capacity of the torque converter bypass clutch **216**, and a theoretical torque capacity of the torque converter bypass clutch **224**. During the zip shift between times  $t_1$  and  $t_2$ , the regenerative braking torque request **200** has a negative value while the impeller torque command **202** is either non-negative or has a negative value that is less in absolute value than the regenerative braking torque request **200**. Therefore, according to the method described herein, the torque capacity of the torque converter bypass clutch **216** is controlled based on and increased in proportion to the regenerative braking torque request **200** during the zip shift. The theoretical torque capacity of the torque converter bypass clutch **224** illustrates how the torque converter bypass clutch **34** would be under capacitized if it was based on the impeller torque command **202** as opposed to the regenerative braking torque request **200**. Since the regenerative braking torque request **200** has a negative value while the impeller torque command **202** is either non-negative or has a negative value that is less in absolute value than the regenerative braking torque request **200**, capacitizing the torque converter bypass clutch **34** based on the impeller torque command **202** would be insufficient for regenerative braking purposes during a zip shift where regenerative braking is desired. Also during the entire zip shift, there may be no or very limited regenerative braking. It may also be advantageous to capacitize the torque converter bypass clutch during a zip shift where there is no or very limited regenerative braking to have the bypass properly capacitized during the transition out of the zip shift.

The words used in the specification are words of description rather than limitation, and it is understood that various changes may be made without departing from the spirit and scope of the disclosure. As previously described, the features

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of various embodiments may be combined to form further embodiments that may not be explicitly described or illustrated. While various embodiments could have been described as providing advantages or being preferred over other embodiments or prior art implementations with respect to one or more desired characteristics, those of ordinary skill in the art recognize that one or more features or characteristics may be compromised to achieve desired overall system attributes, which depend on the specific application and implementation. As such, embodiments described as less desirable than other embodiments or prior art implementations with respect to one or more characteristics are not outside the scope of the disclosure and may be desirable for particular applications.

What is claimed is:

1. A vehicle system comprising:

a controller to programmed to,

adjust a closed-state torque capacity of a clutch, that bypasses a torque converter of a transmission and is disposed between an electric machine and a drive wheel, according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request, and

adjust the closed-state torque capacity of the clutch in response to the negative impeller torque command and the negative regenerative braking torque request each increasing in negative value during a tip-out of an accelerator pedal.

2. The vehicle system of claim 1, wherein a lower value of the negative impeller torque command is limited to an impeller speed protection limit.

3. The vehicle system of claim 1 further comprising an engine and wherein the controller is further programmed to adjust the closed-state torque capacity of the clutch in response to the negative impeller torque command and the negative regenerative braking torque request during a transmission shift occurring in conjunction with an absence of a command to deliver positive torque from either the engine or the electric machine to the transmission.

4. The vehicle system of claim 1, wherein the controller is further programmed to adjust the closed-state torque capacity of the clutch in response to the negative impeller torque command and the negative regenerative braking torque request each decreasing in negative value during a release of a brake pedal.

5. The vehicle system of claim 4, wherein an upper value of the negative impeller torque command is limited to an inverse surge protection limit.

6. The vehicle system of claim 1, wherein the controller is further programmed to adjust the closed-state torque capacity of the clutch to compensate for inertia fluctuations during transmission shifts.

7. A vehicle comprising:

a powertrain including a transmission torque converter having a bypass clutch disposed between an electric machine and a drive wheel; and

a controller programmed to,

adjust a closed-state torque capacity of the bypass clutch according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request, and

adjust the closed-state torque capacity of the bypass clutch in response to the negative impeller torque command and the negative regenerative braking

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torque request each decreasing in negative value during a release of a brake pedal.

8. The vehicle of claim 7, wherein the controller is further programmed to adjust the closed-state torque capacity of the bypass clutch in response to the negative impeller torque command and the negative regenerative braking torque request each increasing in negative value during a tip-out of an accelerator pedal.

9. The vehicle of claim 8, wherein a lower value of the negative impeller torque command is limited to an impeller speed protection limit.

10. The vehicle of claim 7 further comprising an engine and wherein the controller is further programmed to adjust the closed-state torque capacity of the bypass clutch in response to the negative impeller torque command and the negative regenerative braking torque request during a transmission shift occurring in conjunction with an absence of a command to deliver positive torque from either the engine or the electric machine to the transmission.

11. The vehicle of claim 7, wherein an upper value of the negative impeller torque command is limited to an inverse surge protection limit.

12. The vehicle of claim 7, wherein the controller is further programmed to adjust the closed-state torque capacity of the bypass clutch to compensate for inertia fluctuations during transmission shifts.

13. A vehicle comprising:  
an engine and an electric machine each configured to deliver power to a drive wheel through a transmission having a torque converter, the electric machine also configured to recharge a battery during regenerative braking;  
a torque converter bypass clutch disposed between the electric machine and the drive wheel; and

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a controller programmed to,

adjust a closed-state torque capacity of the bypass clutch according and in proportion to the greater in absolute value of a negative impeller torque command to the torque converter and a negative regenerative braking torque request, and

adjust the closed-state torque capacity of the bypass clutch in response to the negative impeller torque command and the negative regenerative braking torque request during a transmission shift occurring in conjunction with an absence of a command to deliver positive torque from either the engine or the electric machine to the transmission.

14. The vehicle of claim 13, wherein the controller is further programmed to adjust the closed-state torque capacity of the bypass clutch in response to the negative impeller torque command and the negative regenerative braking torque request each increasing in negative value during a tip-out of an accelerator pedal.

15. The vehicle of claim 13, wherein a lower value of the negative impeller torque command is limited to an impeller speed protection limit.

16. The vehicle of claim 13, wherein the controller is further programmed to adjust the closed-state torque capacity of the bypass clutch in response to the negative impeller torque command and the negative regenerative braking torque request each decreasing in negative value during a release of a brake pedal.

17. The vehicle of claim 13, wherein an upper value of the negative impeller torque command is limited to an inverse surge protection limit.

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